

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No 4870

號一十月五年一十三光緒

FRIDAY, JUNE 23, 1905.

五拜禮

號三十月六年英德

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKYO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEWCHANG.
BOMBAY. MUKDEN.
TIENSIN. PORT ARTHUR.
PEKING. CHEFOO.
Kobe. DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$18,000,000
STERLING RESERVE \$18,000,000
SILVER RESERVE \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
K. GOETS, Esq.
G. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.
F. SALLINGER, Esq.

CHIEF MANAGER:

Hongkong: J. R. M. SMITH.

Shanghai: H. E. R. HUNTER.

LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

ON FIXED DEPOSITS:

For 3 months, 3 per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 per cent.
per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL \$5,750,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 15th May, 1905. [52]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$3,500,000
RESERVE FUND GOLD \$3,500,000

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 26th May, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1895

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for col-
lection Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

" " " " 6 " " "

" " " " 12 " " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £875,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " " 6 " " "

" " " " 3 " " "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [34]

ALL SUFFERERS FROM

NERVOUSNESS AND GENERAL
DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES..... \$1.50

THE PHARMACY.

56, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 28th March, 1905. [43]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, FORMOSA, June 24th, Freight and
MOJI and KOBE, B. W. H. Snow, Noon, Passage.
(Passing through the Island Sea).

SHANGHAI, CHUSAN, About 30th, Freight and
H. W. Kennick, R.M.R., June, Passage.

LONDON & C., NUBIA, July 1st, See Special
F. J. Fox, Noon, Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, About 7th, Freight only.
COLOMBO, PORT SAID and E. G. Andrews, July.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 23rd June, 1905. [2]

Entimations.

LANE, CRAWFORD & CO.



LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED

FOOCHOW TEA.

PRICES:

Including Freight, Duty and Delivery to any address in the United Kingdom,
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

Hongkong, June 16th, 1905. [34]

KÜPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Küpper,
and see that you get it.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,
Hongkong, 6th June, 1905. [17]

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness,
Estimates cheerfully given.

OUR PROPELLERS

(Are fitted to the) Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

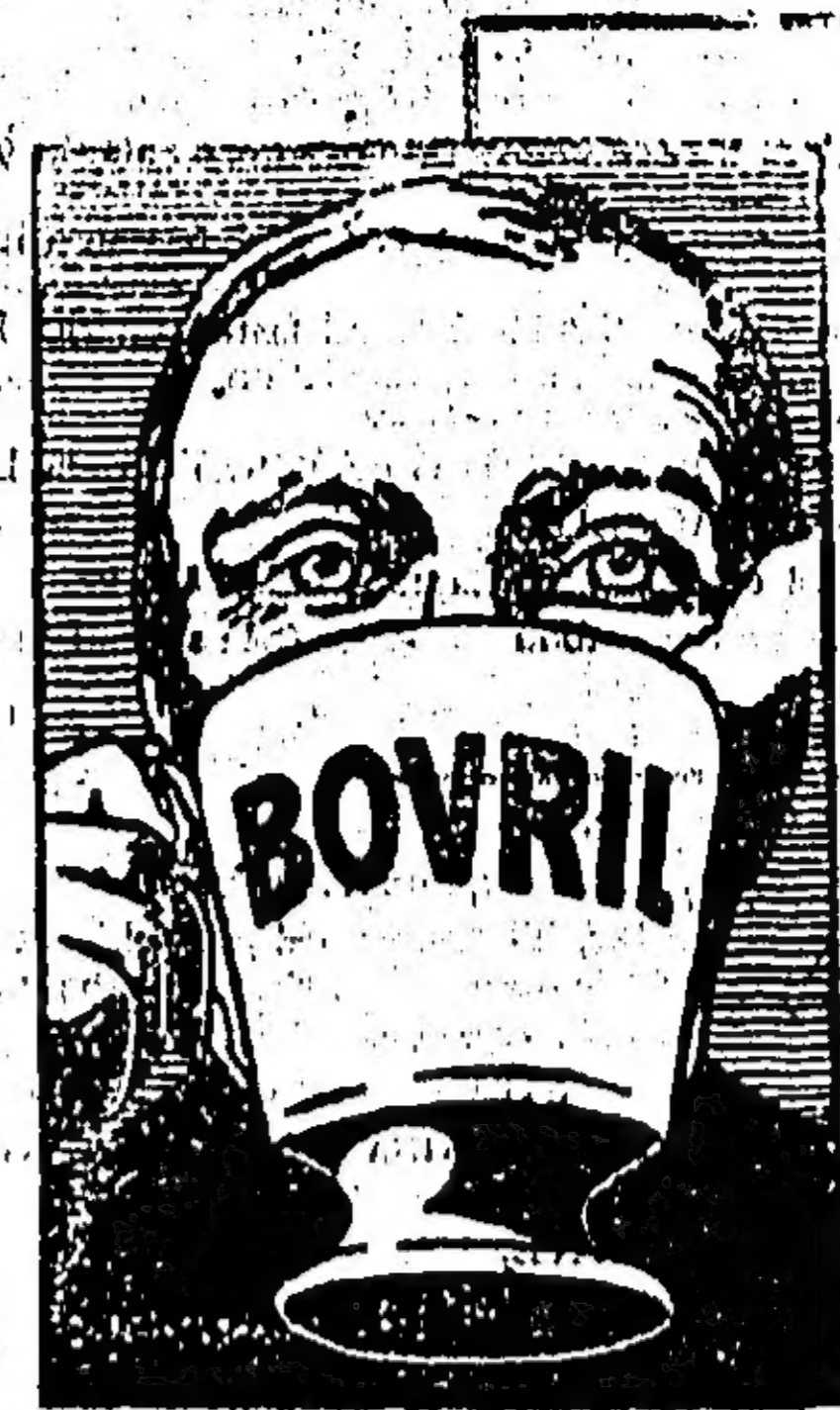
Agencies:—GENERAL ELECTRIC CO.,
W. H. ALLEN & SON'S ENGINEERS, BEDFORD,
H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK" Hongkong.
Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [30]

Entimations.



The best
oil for the
hinges of
friendship.

57]



TRY IT

"CLUB"
THAT'S ALL.

Pronounced the best Scotch Whisky at the price
on the Market.

Per Dozen - \$14.00

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905. [36]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,
Acting Manager. [30]

VICTORIA HOTEL, MACAO HOTEL,
SHAMEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

W. W. FARMER, Proprietor.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKER
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [44]

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 15 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 15 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

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9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 p.m. to 10.00 p.m. ... Every 15 minutes.

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11.30 p.m. to 12.00 a.m. ... Every 15 minutes.

12.00 a.m. to 12.30 a.m. ... Every 15 minutes.

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1.00 a.m. to 1.30 a.m. ... Every 15 minutes.

1.30 a.m. to 2.00 a.m. ... Every 15 minutes.

2.00 a.m. to 2.30 a.m. ... Every 15 minutes.

2.30 a.m. to 3.00 a.m. ... Every 15 minutes.

3.00 a.m. to 3.30 a.m. ... Every 15 minutes.

3.30 a.m. to 4.00 a.m. ... Every 15 minutes.

4.00 a.m. to 4.30 a.m. ... Every 15 minutes.

4.30 a.m. to 5.00 a.m. ... Every 15 minutes.

5.00 a.m. to 5.30 a.m. ... Every 15 minutes.

5.30 a.m. to 6.00 a.m. ... Every 15 minutes.

6.00 a.m. to 6.30 a.m. ... Every 15 minutes.

6.30 a.m. to 7.00 a.m. ... Every 15 minutes.

7.00 a.m. to 7.30 a.m. ... Every 15 minutes.

7.30 a.m. to 8.00 a.m. ... Every 15 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 15 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

Intimations

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 23.5 ft. Time to pump out, 2 hours.

STEAM FOR

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

STEAMERS

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

**STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTSHOEHE,
MATUPI, BRISBANE, SYDNEY AND MELEBOURNE.**

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

(Subject to alteration).

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

FOR STEAMERS ABOUT
KOBE & YOKOHAMAPRINZ SIGISMUND.....TUESDAY, 1st August.

The cost of Docking, and repair work, will be found to compare favourably with the cost of new work.

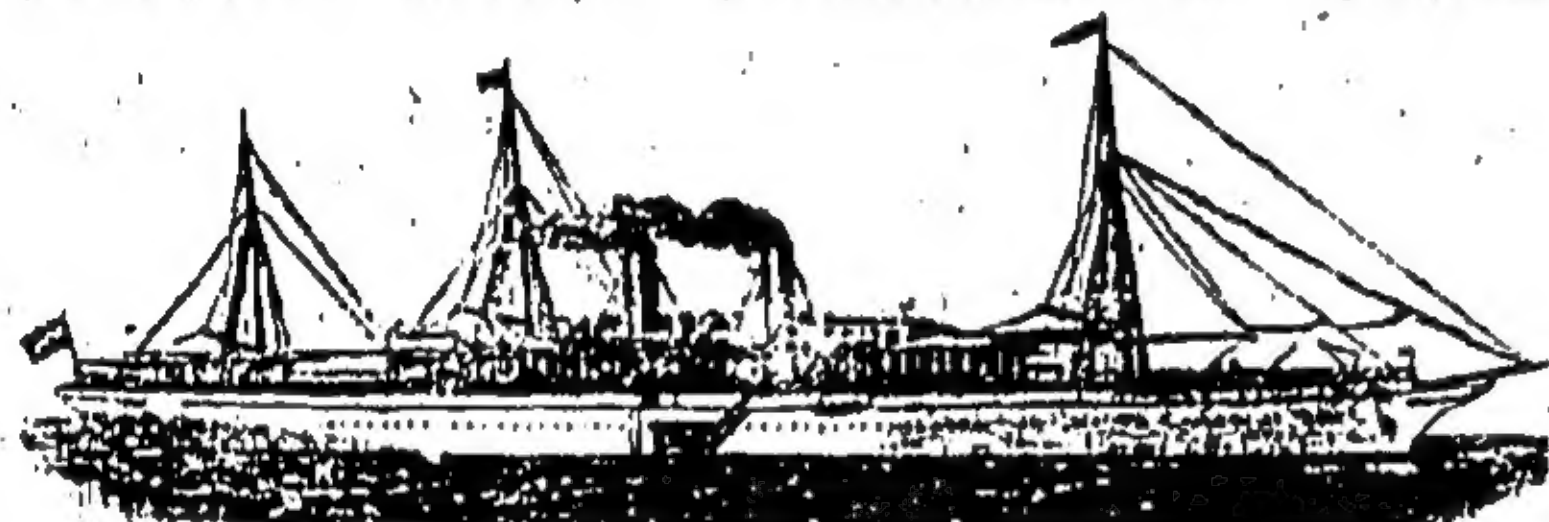
NORDDEUTSCHER LLOYD.
For further Particulars, apply to

Telephones: Nos. 876, 508, or 681.
 Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

JAVA-CHINA-JAPAN LINE
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Liebers, Scotts, A. I., and Watkins.
Yokohama, May 23rd, 1905. [76]

C. W. MEAD, C. E., N. M. HOLMES, C. E., A. F. CARRICK, C. E.



President and
Shanghai Manager.

Vice-President and
Hongkong Manager.

General Manager,
Manila.

ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISION ENGINEERS

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.
Cable Address: WERRICE, HONGKONG.
Railway
Hydraulic
A. Specialties made
Examination
Cable

**Mining and
Sectary
Engineering.**
Hongkong, and February, 1905.

"MINIMAX"
HAND
FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to

F. BLACKHEAD & CO.,
LOCAL AGENTS,
The most effective of all Hand-Fire Extinguishing Apparatus.
WATER PUMP NO. 1000 AUTOMATIC

Intimations.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-igniting.	"MINIMAX"	Always ready for immediate use.
Doctors all smoke.		Requires only one hand to hold.
Can be used by anyone, even lady or child.		Not only in the "when full."
Minimum of Price, Weight and Size.		Maximum of simplicity and safety.

Hoogkoning, 10th M. y. 1005.

EYES  **RIGHT!**



N. LAZARUS, OPTHALMIC OPTICIAN,
10, D'AGUIAR STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.
Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON. CALCUTTA. BOMBAY.

31, John Street, Bedford Row, W.C.
Hongkong, 24th March, 1904.

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE

KOW LOON HOTEL
201 KOW LOON J. W. OSBORNE,
Proprietor and Manager.

HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the
MANAGER,
HONGKONG, 2nd July, 1900. (28)

CONNAUGHT HOTEL.
HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANK and the
PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms Elegantly Furnished. Flush Water Lavatories.

Hot and Cold Water Baths and Shower Baths. Excellent Cuisine and Wines. Under European Management.

Launch Service for Guests.

Hongkong, 16th June, 1905. (68)

TSIN TING. **THE AMERICAN SYSTEM**
LATEST METHODS OF DENTISTRY. **DENTISTRY.**

STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
 Consultation Free.
 17, DES VIEUX ROAD CENTRAL, HONGKONG.
 From the University of Pennsylvania, U.S.A.

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[illegible]

100

Intimations.

Hongkong, 19th June, 1904.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [675]

For particulars and terms, apply to—
HOWARD & Co.
 Hongkong, 24th November, 1904. [63]

regiment was known as "Pontius Pilate's Bodyguard."

[Continued on page 7.]

Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendors,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 21st June, 1905. 1673

JARDINE, MATHESON & Co.,
Agents,
Hongkong, 16th June, 1905. [66a]

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 20th June, 1905. [469]

Only the Finest Brands of WINES and
CHAMPAGNES will be kept in stock.
LIGHT REFRESHMENTS of every
description, including Ices, may be had at

Queen's Road Central.

Hongkong, 10th June, 1901. 141

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMAN SONS &
CO., LTD.

Per dozen.

Light Dry	£13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	30.00

A. S. WATSON & Co.,
LIMITED.

Agents in Hongkong and South China for

SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

GREGOR & CO.

ESTABLISHED 1904.

THEREFORE
NEITHER ANTIQUATED
NOR FOSSILIZED
BUT STRICTLY
UP-TO-DATE.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMAN SONS &
CO., LTD.

per case

Light Dry	£14.00
Very Pale Dry	18.00
Pale Dry Nutty	26.00
Fine Old Brown	39.00

N.B.—Owing to existing competition we still give

10 per % discount

on all Messrs. SANDEMAN'S WINES

LISTED BY US.

GREGOR & Co.

IMPORTERS OF

SANDEMAN'S WINES.

Hongkong, 23rd June, 1905.

ALL communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

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BIRTH.

On 23rd inst., at No. 4, Canton Villas, Kowloon, the wife of THOS. SKINNER, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 23, 1905.

THE CRUISER SQUADRON.

Towards the close of last year we intimated in our columns that the Cruiser Squadron of the British Navy was about to be increased, and within a few weeks it was announced at home that the Admiralty had issued orders for the squadron to be doubled in size and divided into two parts. At the time it was pointed out that the main interest in this step laid in the fact that it was the first move in an important scheme, and this has been borne out by subsequent events. Those who have followed the growth of the Navy cannot have failed to notice that, within the past few years, we have added to the fleet a number of splendid armoured cruisers, and many more are now in process of completion. The Admiralty intend to use these in such a way that they can be quickly concentrated for commerce protection purposes when required, and at other times, they will be sent cruising to various foreign stations. It will not be denied that wireless telegraphy and plenty of fast cruisers will enable an Admiral to sweep a very wide expanse of sea the importance of which has, over and over again, been demonstrated since the commencement of the present war. It is to be doubted, if the British public has any real conception of the remarkable efficiency in scouting which our fleet has attained, and when the scheme for utilising cruiser divisions has been fully developed it will then be possible for our ships to patrol most effectively any of the great ocean trade routes without making any fuss over preliminary arrangements. As rapidly as possible all smaller unarmoured ships are to be sent home and their places taken by newer and better ships. When this first became generally known there was much speculation as to what effect the move would have on our fleet in these parts. Soon after the announcement was first made in these columns that the battleship squadron was to proceed to England, as one of the first moves in a large Admiralty scheme, the report gained currency that the cruisers were to follow. We have endeavoured to trace the source of the report and although the news reached us through channels which are usually considered correctly informed, we have been unable to obtain any verification. It is stated that the cruisers will proceed to home waters and the torpedo boats and gunboats, working in conjunction with warships of our near Ally, will be available for commerce protection purposes in Far Eastern waters. Of course, it is admitted in the Service that second or third-class unarmoured cruisers are of little use, and that flag officers are very unwilling to have such vessels attached to their squadrons, as they interfere with general efficiency, and as units have practically no fighting value. But that all of our first and second-class cruisers, with one exception, should be ordered home from such an important station did strike us as almost incredible, and especially so when we remembered that the only one remaining, for the purposes of a flag-ship, is the *Diadem*, which has been classed as among the 'tin' ships—practically new boats, poorly gunned, badly protected, costly in coal, and very liable to develop boiler troubles. Inquiries made from official sources have failed to confirm the report of the home-going of the cruiser squadron the necessity for which certainly does not appear to have been occasioned by the new disposal of the British fleet, in home waters. So far as cruisers are concerned the immediate need in order to complete the three squadrons at home to full strength, is two additional ships of the *Minotaur* class, but this year's programme provides for four, and, rumour has it, of a new type. The advent of the six "River" class of destroyers on the station has very materially increased the strength of the China Squadron, and although this argument may be adduced in favour of sending home the cruisers, it seems most improbable that the British fleet in Far Eastern waters is to be left without any ships of the scout class whose value is beyond question.

LOCAL AND GENERAL.

It is satisfactory to note that the sanitary authorities were able to issue another blank plague return for the twenty-four hours ended at noon to-day.

THE competition for the Governor's cup for June will be continued at the King's Park (500 yards) Range to-morrow. A "puoi" will also be shot for.

TIN Shing, a diminutive old man, with a long white beard, was placed before Mr. G. N. Orme this morning, charged with selling adulterated milk at Nos. 20 and 22 Cochrane Street. Analysis showed the milk to contain 21½ water. Defendant was fined \$10 for a similar offence last month, and as that did not appear sufficiently deterrent his Worship now fined him \$200.

THE roof of the Summary Court is evidently in need of repair judging by the state of the floor this morning. When Mr. Justice Wise took his seat to fix up the weekly cause list there was enough water near the witness stand to enable an enterprising native to start a duck farm. Mops were requisitioned, but as the rain continued the coolies appear to have given the work up as a bad job.

To the chagrin of the modern collector, says the *Athenaeum*, it is becoming increasingly difficult to wring the old furniture treasures from the farmhouses in England. "Cottagers cling to their heirlooms nowadays, and the value of old butcheries, gate-tables, dressers, and chairs is pretty well known to the peasant of to-day." Collectors find things pretty much the same in the East as in the West.

CAPTAIN Freeman, of the *s.s. Sea Lion*, this morning charged John Auton with stowing away on his vessel in Singapore, and thus obtaining a passage thence to Hongkong without paying for the same. The captain said he gave the man a passage from Colombo to Singapore, as he was without funds or friends. His Worship fined defendant \$15, with the alternative of one month's imprisonment.

THE discussion of the matter of the official language by the Bar Association of Manila resulted in a resolution asking the Philippines Commission to repeal the law making English the official language after January 1, 1906, and to make an amendment allowing pleadings to be filed in either language, to be followed, within 10 days, by a translation into the other language.

THE U.S. Navy Department is arranging to carry out a plan for establishing wireless telegraph communication from the Philippines to San Francisco. Arrangements are being made to increase the power of stations so as to maintain unbroken ranges of communication from Cavite to Guam, thence to Midway, then to Hawaii, and between those islands and San Francisco. This last stretch is more than 2,000 miles, but it is believed that if the physical obstructions in the Hawaiian Islands can be overcome there will be no difficulty in establishing communication.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 24th inst. Owing to the Band having a later engagement, the band hours will be from 7.30 p.m. to 8.45 p.m., instead of the usual time.

March "Les Muscadins" Percks
Overture to "Mirella" (Gung)
Valse from "Sultana Lieder" (Sullivan)
Selection from "The Gondoliers" (Sullivan)
Oriental Scene "A Dervish Chorus" (Sellek)
Cake-Walk "At a Georgian Camp Meeting" (Mills)
God save the King.

THE ancient Druidical ruins of Stonehenge have been judicially declared to be private property to which free access from time immemorial has given the British public no rights. The Court holds that the owner of the land may enclose the ruins, to charge admission to view them, or, if he chooses, to exclude the public altogether from access to the grounds. Stonehenge constitutes the most remarkable of ancient British monuments, and there is a movement afoot to petition Parliament to pass an Act declaring it to be a national monument, acquiring it for the nation and placing it under public custody.

THE general outlook of trade, says the *Shanghai Times*, can only be characterized by two words: complete stagnation. Merchants of almost all branches and nationalities are walking about engaged in the occupation of doing nothing. Although there are plenty of goods to sell, the present state of the Far East is in such a transitory condition that there are few who wish to buy. Many business men state that one has to go back to 1896 to find a parallel, with the exception that whilst the exchange then fell to a very low figure, at the present time it is fairly high. There is little doubt, but a definite announcement concerning peace, be it one way or the other, would cause a general boom in all businesses.

THE Indian *Sporting Times*, of the 21st inst., contains many excellent half-tone engravings of the Bandmann Opera Co. which is coming to Hongkong in the course of a few weeks. It is stated that Mr. Bandmann stands in a peculiarly strong position in regard to the reproduction of the latest London successes in musical comedy, etc. He has secured the privileges of playing all the new light operas staged by Mr. George Edwards Gaiety Co. and holds the rights on an agreement which covers several years. But besides securing all the Gaiety productions, Mr. Bandmann has also made arrangements with George Dance, G. R. Sims, Milton Bode and Sydney Jones in regard to playing pieces written by these well-known writers.

A SUPPER PARTY.

DISTURBED BY POLICE.

The proprietress of a boarding establishment in Pottinger Street, was charged before Mr. F. A. Hazledorn this morning, with creating a disturbance at her residence.

Mr. M. J. D. Stephens appeared for the defence. Police Sergeant Evans said that on the 19th inst. at about ten minutes past twelve in the morning he was returning from duty and heard a disturbance at the defendant's house. He knocked at the door and cautioned the inmates, but this appeared to have no effect. To Mr. Stephens: The inmates were shouting in such a manner that he could hear the voice in Hollywood Road. He did not tell her to "shut up her box," nor did he treat her in an off-hand manner.

J. Hanson, Chief Inspector of Detectives, said he was awakened by the noise, and thought it came from a house lower down the street.

Sergeant Garrod said that at the time in question he was on his verandah, immediately opposite defendant's house. There were a number of ladies and gentlemen on the ground floor singing, laughing and making a great noise. At five minutes to twelve they were trying to sing the *Marseillaise*, and he heard defendant's voice. He then called a *lukong* and told him to go and order the inmates to stop the disturbance, and a woman inside called the *lukong*, who knocked at the door, every "swear-word" she could think of. The disturbance had lasted from dinner time until a quarter past twelve.

Mr. Stephens submitted that the defendant had a few friends spending the evening, and some French officers, who had just arrived, joined them, and they were having supper when a *lukong* came and opened a window and told them to keep quiet, and later some European constables came and arrested a French artillery officer, who was released on \$10 bail. Defendant went next morning and explained the matter to Mr. Badley, Captain Superintendent of Police.

On behalf of the defendant, a witness, who had boarded in defendant's house for three months, testified that on the night in question there were six people at table, but there was no noise whatsoever.

His Worship fined the defendant \$5, and ordered her to enter into a personal bond for \$100 to be of good behaviour for the next twelve months.

SHIPPING JETSAM.

Sergeant Pitt charged the master of the steam launch *Kum Sang* with maintaining no light on board between sunset and sunrise in the waters of the Colony on the 21st inst. He was fined \$15.

THE "INDRADO" CREW.

Remanded from yesterday, the case in which eleven Malays and one Chinaman, members of the crew of the *Indrado*, were charged with refusing duty on board that vessel in the waters of the Colony, was resumed before Mr. G. N. Orme this morning. The men remained obdurate on board, and were sent to one month's hard labour each.

Captain Jackson, of the *s.s. Laertes*, which arrived last evening from Saigon, with a cargo of rice for Hongkong, reports that when leaving Saigon there were about 20 coolies and two volunteer fleet vessels there. When he arrived at Cape St. James he saw a converted cruiser, with three funnels and two masts. It was believed to be the *Kanbu*.

CAPTURED STEAMERS IN JAPANESE GOVERNMENT SERVICE.

Of the merchant steamers which have been captured by the Japanese Navy since the commencement of the war, and adjudged lawful prizes by the Prize Courts, ten have been placed in the Japanese Government service. The new and old names of these vessels are as follows:—

Karasaki-maru	Ekaterinoslav
Saishu-maru	Rosalia
Rashu-maru	Argun
Kwantu-maru	Manjuria
Manchu-maru	Manchuria
Chosan-maru	Fuping
Rotetsu-maru	Georgi
Shibetsu-maru	Severus
Anegawa-maru	Angara
Sasato-maru	Kazan

"ALICANTE" COLLISION.

The captain of the Spanish steamer *Alicante* has been found to blame for the collision between that vessel and the *Albenga* several days ago, the findings of the board being approved by Collector of Customs Shuster. The accident happened as the Spanish mail steamer was coming inside the breakwater and the German steamer *Albenga* was anchored near the entrance to the inner harbour, inside. The bow of the *Alicante* struck the starboard bow of the *Albenga* and tore a hole through her same and demolished the awning frames and rail. The only damage sustained by the *Alicante* was the destruction of her figurehead and some of her foreward rigging. The findings of the marine board put the blame upon the captain of the *Alicante*, as he was on the bridge of the steamer at the time of the accident and as the *Albenga* could not possibly have avoided the collision, as she was anchored. However, it appears that the harbour master warned the *Albenga* to change her anchorage as her location was dangerous to herself and other vessels. The officers of the *Albenga* did not comply with the instructions of the harbour master, so blame also attaches to the officers. The chief officer of the *Albenga* deliberately lied when confronted with the harbour master and asked if he had not been cautioned to shift his anchorage.—*Cochin*.

THE S.S. "SAMSON" CASE.

IN SHANGHAI.

PLAINTIFF'S PETITION.

Our recent telegram from Shanghai, in reference to the case of the *s.s. Samson* now proceeding in H.M. Supreme Court will be further elucidated by the petition of the plaintiff in this case, which is as follows:—

(1) The plaintiff is a Russian subject resident in Shanghai, and the defendant is a Danish subject resident in Shanghai.

(2) In or before the month of March 1905, the plaintiff was the beneficial owner of the steamship *Samson*.

(3) In the said month of March the said steamship was registered at His Britannic Majesty's Consulate-General as a British vessel the property of Thomas Charles Robert Ward.

(4) The said Thomas Charles Robert Ward had not at that time, or at any time, any beneficial interest in the said steamship.

(5) The defendant knew the said Thomas Charles Robert Ward had no beneficial interest in the said steamship and knew that the plaintiff was the beneficial owner thereof.

(6) On or about the thirtieth day of March 1905 the defendant knowing such facts sold the said steamship to the Shanghai Tug and Lighter Company, Limited, and executed, as attorney of the said Thomas Charles Robert Ward, a bill of sale transferring the property of the said steamship to the said company, and received from the said company the sum of eighty thousand Taels (Tls. 80,000) the purchase price for the said steamship.

(7) The plaintiff has applied to the defendant for the payment of the said eighty thousand Taels but the defendant has refused to pay such sum.

(8) By reason of such matters aforesaid the plaintiff has also sustained damage over and above the sum of Tls. 80,000 to the extent of twenty thousand Taels (Tls. 20,000) for which damage the defendant is liable.

(9) In the alternative the defendant conspired with the said Thomas Charles Robert Ward to, and did, wrongfully convert this said steamship the property of the plaintiff whereby the plaintiff has sustained damage to the extent of Tls. 100,000 for which damage the defendant is liable.

Wherefore the plaintiff prays—

(1) For an order that the defendant do forth with pay to the plaintiff the sum of Tls. 100,000 together with interest at the rate of seven per cent from the date of such order until payment.

(2) For an order that the defendant do pay to the plaintiff his cost of suit.

(3) For such further or other relief as the nature of the case may require.

Dated this 19th day of April 1905.

The answer of the above named defendant to the petition of the plaintiff says as follows:—

1.—The plaintiff is the Russian Minister to Corea now resident in Shanghai.

2.—The defendant does not admit paragraph 2 of the petition, and further states that the plaintiff at the time therein stated was acting as the representative and agent of the Russian Government who were the owners of the said steamship *Samson*.

3.—The defendant does not admit paragraphs 4, 5, 6, 7, 8 and 9 of the petition.

4. The defendant further says as follows:—

In the month of October, 1904, Thomas Charles Robert Ward referred to in the petition and better known as Baron Ward gave the defendant directions to purchase the steamship *Samson* for the purposes of the Russian Government, particularly to be used for obtaining information from Port Arthur which was then besieged by the Japanese forces. The said *Samson* was to be sent to Port Arthur as a Press boat and ostensibly under the auspices of an International Red Cross Society.

5. The said *Samson* was purchased by the defendant from Messrs. Wheelock and Co. for the sum of Tls. 105,000. The defendant received from the said Messrs. Wheelock and Co. the sum of Tls. 10,000 as a rebate or commission which amount was subsequently handed to the plaintiff by whose direction the said rebate or commission was arranged for.

6. The defendant paid the sum of Tls. 10,055.84 for disbursements in respect of the *Samson*, which amount was refunded to him by the said Baron Ward.

7. In the month of November 1904 the defendant received instructions from the said Baron Ward to purchase the steamship *Edendale* which was to be used by the Russian Government as a hospital ship at Port Arthur, ostensibly under the auspices of the said International Red Cross Society. The said *Samson* and *Edendale* were purchased in accordance with a scheme which had been arranged by the plaintiff and others for the purpose of getting into communication with Port Arthur and supplying there medical stores which were necessary for the prolongation of the defence.

8.—The defendant purchased the said *Edendale* for the sum of \$135,000 and agreed to fit out the said ship as a hospital ship to be delivered at Port Arthur for the sum of \$200,000. The *Edendale* was delivered to the defendant at Shanghai and passed a satisfactory survey by Lloyd's surveyors. Purchases were made by the defendant and all arrangements made to fit out the *Edendale* to meet requirements as a hospital ship, and the captain and the crew were engaged. Shortly afterwards the defendant was informed by the said Baron Ward that the *Edendale* would not be required and also that he was acting on behalf of Mr. Pavlov. The defendant thereupon cancelled the contract for the purchase of the *Edendale* and arranged with the brokers of the vendors to pay them the sum of Tls. 9,600 for expense which had been incurred in connection with the said contract. The plaintiff subsequently landed the defendant a cheque for the said amount of Tls. 9,600 signed by him as follows:—"A. Pavlov, Minister for Korea in China," and at the same time arranged to give the defendant a contract for the supply of a large contract of flour to Vladivostok to be in full satisfaction for the defendant's losses in respect to the said breach of contract to take over the

Edendale. The defendant's loss on the breach of contract to take over the *Edendale* was estimated at the sum of Tls. 40,000, being the loss of profit on the transaction and loss occasioned by interference of the regular business of the defendant's firm in carrying out the contract for the purchase of the *Edendale* and making the necessary arrangements to fit her out as a hospital ship. In the case of the occurrence of a breach of contract to take over the said ship this amount had been agreed to be paid to the defendant by the said Baron Ward. The plaintiff requested the defendant to hold the said cheque for Tls. 9,600 until the said flour contract was signed. The plaintiff failed to give the said contract for delivery of flour to Vladivostok to the defendant and about January 1905 the said cheque for Tls. 9,600 was cashed by the defendant with the content of the plaintiff.

9.—In order to carry out the said contract for delivery of flour the defendant obtained a guarantee from the defendant's bank at Shanghai to the amount of Tls. 1,200,000 or thereabouts. On the failure of the plaintiff to give the said contract to the defendant the said bank cancelled the guarantee, greatly to the damage of the defendant's credit.

10.—The defendant, by the direction of the said Baron Ward, purchased the medical stores above referred to to the value of upwards of Tls. 100,000, and afterwards, at the request of the plaintiff, handed to him delivery orders for the same. An item of Tls. 1,000 paid by the defendant is still unpaid on the account of medical stores.

11.—Bargain money to the amount of Tls. 10,000 was paid by the said Baron Ward to the defendant in respect of the contract to purchase the *Edendale*, and the medical stores above referred to by the said bargain money has been returned.

12.—At the request of the said Baron Ward in or about the month of February 1905, the defendant sold the *Samson* under a power of attorney from the said Baron Ward to Messrs. Wheelock & Co. for the sum of Tls. 57,000. The defendant offered the said *Samson* for sale at Nagasaki and other places but failed to find a purchaser. It was a condition in the original contract of the *Samson* from Messrs. Wheelock & Co. that the said ship should not be used in the Yangtze river or Shanghai waters.

13.—On the sale of the *Samson* the defendant handed Baron Ward an account for damages claimed in respect of the breach of contract to take over the *Edendale* and medical supplies above referred to, amounting to Tls. 40,000, together with an account for disbursements in respect of the *Samson* amounting to Tls. 10,055.84 and Tls. 1,000 due on account of medical supplies. These said amounts have been retained by the defendant, and the balance of the purchase money of the *Samson*, that is to say, Tls. 57,000, after deducting the said amount, has been handed by the defendant to Baron Ward.

14.—In the transaction above referred to, in connection with the *Samson*, the defendant has acted under the direction and solely as the agent of the said Baron Ward.

15.—A suit is pending in His Britannic Majesty's Supreme Court at Shanghai by the plaintiff against the said Baron Ward claiming the same amount of damages in respect of the same matter referred to in the petition in this suit, that is to say the sale of the said steamship *Samson* by the said Baron Ward.

16.—The said suit in His Britannic Majesty's Supreme Court is set down for hearing on the 21st day of June next.

By reason of the premises the defendant prays that the plaintiff's suit be dismissed with costs. The defendant prays for such further or other relief as may seem meet to this Honourable Court.

Dated the 13th day of June 1905.

CANTON-KOWLOON RAILWAY.

REPORTED CHINESE OPPOSITION.

A telegraphic dispatch from Peking reports that the Shanghai and the Waiwupu have received telegrams from a large number of influential merchants and gentry of Canton and cities between that and Kowloon, strongly opposing the desire of a certain British syndicate to build a line between the two points, and claiming that the work should be done by Chinese capital alone.—*N. C. D. News*.

We understand that the Rev. F. Icely, M.A., who was chaplain of the Royal Naval Hospital here, and who recently returned to England, is shortly to be married.

THE WRATH.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 23rd at 11.55 A. The barometer has risen over China and Luzon.

Pressure is above the normal over China generally, and is highest in the North. It appears to be relatively low over Tongking and the NW. part of the China Sea.

Gradients are moderate to slight and fresh or moderate NE. and SE. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Forecast:—fresh or moderate E. winds; squally, rainy.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Tartar*) 24th inst.
Iranian (*Kumang*) 25th inst.
French (*Touraine*) 26th inst.
Canadian (*Empress of Japan*) 3rd prox.

The M. M. Co.'s *s.s. Touraine* with the French mail of the 25th May leaves Saigon on 23rd inst. at 4 p.m. and may be expected here on or about Monday, the 26th inst.

The Imperial German Mail *s.s. Roon* which left here on 24th May at noon has arrived at Genoa on 22nd inst. at 7 a.m.

TELEGRAMS.

[Reuter's.]

The War in Manchuria.

CONFIRMATORY NEWS.

LONDON, 21st June.

The Tokio correspondent of the Daily Telegraph wires that the Japanese are continuing a victorious advance and that the Russians are completely outflanked on both wings. Joyful news is shortly expected.

The South African War Stores Investigation.

Mr. Balfour is appointing a Royal Commission to continue the Stores Scandal investigation, and the Opposition has given notice of a motion for a vote of censure on the Government in this connection.

Prince Arisugawa's Visit to England.

The importance of the approaching visit of Prince Arisugawa is fully recognised, and every honour due to the exalted representative of our ally will be paid. Admiral Neville and General Nicholson will be specially attached to His Highness, who will be lodged in York House.

The Prince will be entertained at lunch by the Lord Mayor and the Corporation of London at the Guildhall, and various royal and other fetes will be arranged.

NAVAL NOTES.

The cruiser *Didam* is expected here on Sunday morning.

THE FOURTH OF JULY

AT MANILA.

Manila's Fourth of July celebration this year will be a cosmopolitan one. British, French, German, Spanish, Chinese and Filipinos are all represented among the organizers. And the scheme of commemorating the advent of American independence promises one of the most brilliant spectacles ever witnessed in the Orient. In addition to the time-honoured parade and orations, shooting of crackers, etc., a mammoth stock of fireworks has been procured from the United States for the night show on the Luneta. The entire city will be gay with decorations and bunting by day and countless pretty lamps by night. Mr. R. T. Laffin of the new street car line is providing the electrical energy for these illuminations free of charge. Gibbs, an aeronaut who has already made some wonderful ascents in the Philippines, has been engaged to soar through the clouds in the largest balloon that has ever left earth east of Suez or west of the Pacific slope. When the balloon is out of sight he will leave it and descend in a parachute. Many other novelties are included in the arrangements. It will be a fine opportunity of seeing the American military, navy, marine and insular forces at their best and the presence of Admiral Enquist and the officers of the three Russian warships which lie at anchor within the breakwater of the harbour, will enhance the imposing array of land-sea fighters. Mr. Herbert D. Gale, secretary of the organization, extends a cordial invitation to Americans and others who desire to join in the fêtes. The steamship companies offer special facilities for travelling, and once in Manila the visitors will find themselves hospitably entertained.

TOBACCO IN CHINA.

The United States Consul at Hangchow has been sending long reports on business in China to his Government. In the course of one of these he states that the tobacco trade of China at the present time is in a critical stage and needs to be watched by American interests. Because of the comparatively large sum of money expended upon tobacco in its several forms, the Chinese authorities have naturally turned their attention to the trade with a view of keeping as much of it as possible at home. It is a well-known fact that they are attempting to bring more land under cultivation in tobacco, and that they are succeeding in their attempt to supplant the foreign product. The increasing purchasing power of the Chinese people is likely to be shown as quickly in tobacco as in anything else. There are a number of changes in the course of the tobacco trade in China in the past three years or so which merit special attention. The figures on the importation of foreign tobacco do not promise a great deal for American tobacco interests. This, however, is not to be taken as indicating too much. The importation of foreign stalk and prepared tobacco has ceased altogether. Generally speaking, the figures and other facts indicate that the Chinese are commencing to improve their grades of tobacco and their methods of handling it. The cigarette factory at Shanghai, now owned very largely by Americans, has much to do with the change. This enterprise is likely to have large influence on the tobacco business in China. At present it is using American tobacco to a great extent, but expert American tobacco men are there with the purpose of adapting Chinese tobacco to its use by treatment of the leaf to remove some of the rank qualities. The change, which is likely to come in a short time, will be important. The concern which controls the foreign tobacco trade in China (the British-American Tobacco Company) last year imported about \$4,000,000 Mexican (about \$1,800,000 gold) worth of tobacco and tobacco goods. Some of this came from Japan, probably about \$100,000 worth gold, but most of it came from the United States. Now that the Japanese Government has taken over the tobacco business in Japan as a monopoly, the importation from that country into China for the time being has practically stopped.

THE BLUE BOOK

FOR 1904.

The report on the Blue Book for 1904 was laid before the Legislative Council by command of H. K. the Governor at the meeting yesterday afternoon, and from it we extract the following:—

FINANCES.

The revenue for the year, exclusive of land sales, amounted to \$6,312,949.35, or \$1,594,257.18 more than the previous year. Land sales amounted to \$485,098.64, or \$24,067.27 less than in 1903. The total revenue from all sources was therefore \$6,800,047.99, or \$1,570,190.11 greater than in any previous year, and \$200,739.99 more than the Estimate. All the main sources of revenue show an excess over 1903, with the exception of post office, miscellaneous receipts, water account and land sales, and all items similarly show an excess of actual over estimated receipts, with the exception of post office, miscellaneous receipts and the water account. Licences and internal revenue not otherwise specified show an excess of \$283,757.73, while fees of court or office, &c., and rent of Government property yielded over \$15,000 and slightly under \$6,000 respectively over the Estimate.

The expenditure for the year was \$4,993,421.18 exclusive of public works extraordinary; inclusive of that item it was \$5,376,235.30, or \$99,565.83 more than the total expenditure of 1903. Deducting from the actual expenditure for 1904 the total actual receipts, there was a surplus of \$432,812.69 on the actual working of the year.

ASSETS AND LIABILITIES.

At the end of the year 1904, the assets of the colony amounted to \$1,445,381.80, exclusive of arrears of revenue which with the sum just mentioned bring the total assets up to \$1,561,470.38. The total liabilities were \$1,147,658.97, so that the surplus of assets over liabilities amounted to \$403,812.01.

PUBLIC DEBT.

There is a public debt of \$1,417,791.15, 1d. outstanding. The original debt was incurred in connection with the Praya Reclamation, the Central Market, and water, drainage and sewerage works.

Interest at 3½ per cent. is payable on the loan, which is being paid off by a sinking fund now amounting to \$34,375.74 6d.

INDUSTRIES.

For the first ten months of 1904 the cotton spinning industry suffered severely from the abnormally high price of raw cotton, and during the whole of that period short-time was resorted to. From November onwards a good demand was experienced for yarn and full-time again adopted, but it was not until the middle of December that, as a result of large crops of cotton in the chief producing countries, the cost of the raw material declined to a figure that permitted of spinning being carried on at a profit. At the end of 1904 the outlook for the industry was encouraging, and, provided the price of cotton keeps at a reasonable level, the result of the working for 1905 is expected to be highly satisfactory.

The sugar industry in the Colony during 1904 resulted in large profits to the two local refineries. Owing to the scarcity of supplies in consequence of the large deficiency in the European beet crop, prices gradually advanced throughout the year, without checking demand; the quantity of refined sugar consumed in China largely exceeding that of any previous year, while there was also a good demand from other markets.

Steam-launches and other vessels with an aggregate tonnage of 7,292 were built during the year.

The other large industries in the Colony connected with repairing and docking ships and the manufacture of cement and rope, are in a prosperous condition.

FISHERIES.

A considerable proportion of the boat-population of Hongkong supports itself by deep-sea fishing, in which pursuit a large number of junks are engaged. The villages of Aberdeen, Stanley, Shaokwan, and many others in the New Territories are largely dependent upon this industry for their prosperity. Fresh water fish is imported from Canton and the West River.

Rules for the regulation, control, and licensing of oyster fisheries in the New Territories were made during the year.

FORESTRY, BOTANICAL SCIENCE AND AGRICULTURE.

111,198 trees were planted in Hongkong during the year including 105,645 pine and 1,978 camphor trees. It was proposed at the commencement of the year to introduce a scheme for felling and re-planting pine forests on the block system with a twenty-five years rotation. But as the scheme was looked upon with ill-favour by the public and as the opinion was expressed in well-informed quarters that a long period of rotation was preferable, it was decided to suspend felling operations while the advice of the Indian government was obtained. A scheme of issuing forestry licences in the New Territories was initiated in the hope of inducing the Chinese to adopt more economical methods in dealing with the considerable plantations of pine trees formed before the cession of the Territories, and with the object of tempting them to take up fresh areas of waste lands for further planting. The small area available for rice cultivation and the infertility of the soil combine to prevent agriculture from becoming a prominent industry in the Colony. The low-lying land in the New Territories is probably utilized to nearly the fullest extent possible, and it is therefore from the profitable cultivation of the steep hill slopes that any increase in the productiveness of the Territories may be derived. In this connection the cultivation of pine, apple, and experiments that are being made with sisal hemp are of much interest.

LAND GRANTS AND GENERAL VALUE OF LAND.

The amount received from sales of Crown land was over \$486,000, being some \$24,000 less than the receipts for the previous year. Building land in the urban portion of the Colony and in the Peak District is limited in extent and steadily increasing in value. The natural consequence is that house-rents, ex-

pecially on the higher levels, have advanced to an extent probably unknown in other British Colonies.

LEGISLATION.

Sixteen Ordinances were passed during 1904, of which six were measures for the amendment of existing Ordinances. The most important measure was the Sugar Convention Ordinance (No. 14 of 1904) giving effect to Article VIII of the Brussels Sugar Convention, 1902. By the Hill District Reservation Ordinance (No. 4) a residential area is preserved at the Peak. The Opium Monopoly was further protected by an Ordinance (No. 10) controlling the importation and sale of compounds of opium. By the Pilots Ordinance (No. 3) provision was made for the examination and licensing of Pilots, who must be British subjects.

EDUCATION.

The number of Government and grant schools including Queen's College, is 81, of which 33 are upper grade schools in which at least part of the staff is European, and 48 are lower grade schools, under purely native management. Broadly speaking, the upper grade schools teach in English, and the lower grade schools teach in the vernacular.

The total number of scholars in average attendance at Government and grant schools was 4,970. Of these, 1,065 were in Government and 3,905 in grant schools; 2,906 Scholars received instruction in English, and 2,064 in the vernacular. The proportion of boys to girls was 3,360 to 1,734, or a little less than two to one.

A small Anglo-Chinese School was opened at Un Long in the New Territory early in 1904; and arrangements were made to open a new school for children of British parents at Caroline Hill, East Point. The Kowloon School for children of similar parentage, opened in 1902, has had an average attendance of 54.8 as against 46.4 in 1903.

The new code for grant schools has been in force during the year, and has worked very satisfactorily.

It was decided to introduce the study of hygiene into all Government and grant schools and a suitable text book was prepared.

The revenue derived from school fees was \$36,251.50. The expenditure was \$157,559, being 3.32% of the total expenditure of the Colony.

PUBLIC WORKS.

The principal public works in progress during the year were the Tyam Tuk water-works (1st section) commenced in March and consisting of a storage reservoir with a capacity of 194 million gallons, 2 sets of engines and pumps capable of lifting 15 million gallons a day each with 18" pipe lined the construction of a new 2-foot road to accommodate the mains of the Tyam Tuk water-works and improve the road communications of the Island; the Kowloon water-works, previously described, on which good progress was made; the new law courts, harbour office, western market, bacteriological institute, disinfecting station at Kowloon, gunpowder depot at Green Island; the further extension of the cattle depot, and the foundations for the New Post Office and Government Offices. A commencement was made with quarters for officers at Tai-po, and a public school at Yau-mai. Another bath-house for both sexes in the western part of the town was completed. An area in Kau U Fong, Victoria, recommended by the sanitary experts for resumption, was purchased by the Government at a cost of over \$220,000. Good progress was made with the scheme of 100-foot thoroughfare in Kowloon, the road through the King's Park being completed and portions of several lots resumed for the extension of Robinson Road northwards. About \$40,000 was spent on nullah training in the Colony and \$20,000 on the re-construction of street gullies to improve the city drainage system. A beginning was made towards improving the lighting of the harbour approaches by arranging for the transfer of the 1st order light at Cape D'Agulhar to a new tower on Green Island. Reclamation was undertaken at Tai-kok-sui, in conjunction with a private owner, by which that locality will be much improved. New rifle ranges near Kowloon were constructed by the military authorities at the expense of the Colony. The laying of a heavy specially wound cable for telephonic purpose across the harbour was successfully undertaken during the year. The work of laying ride-mains was also commenced.

The total amount expended on public works extraordinary, exclusive of the Praya East reclamation and ride-mains, was \$1,264,351.10 and on works annually recurrent \$532,751.85.

GOVERNMENT INSTITUTIONS.

a. HOSPITALS.

Government hospitals consist of the Civil Hospital to which is attached an isolated maternity hospital, the Victoria Hospital for women and children, the Kennedy Town infectious diseases hospital, and the bulk *Hygela* used mainly for the treatment of small-pox. The Civil Hospital contains 130 beds in 19 wards. 2,585 in-patients and 13,106 out-patients were treated during the year 1904. 223 cases of malarial fever were admitted as against 346 in 1903 and 349 in 1902. The Maternity Hospital contains 4 beds for Europeans and 4 for Asiatics. 61 confinements occurred during the year, 50 of which were by the Victoria Hospital opened in November 1903, by Sir Henry Blake, is situated at the Peak and contains 41 beds. During 1904, 111 patients were under treatment. Kennedy Town Hospital contains 26 beds in the main building. In 1904, 87 cases were treated, of which 78 were plague and 5 cholera. On the *Hygela* 40 cases were treated, of which 32 were small-pox.

LUNATIC ASYLUM.

The asylum is under the direction of the Superintendent of the Government Civil Hospital. European and Chinese patients are separate, the European portion containing 8 beds in separate wards and the Chinese portion 16 beds. 166 patients of all races were treated during 1904, and there were 13 deaths.

THE TUNG WA HOSPITAL.

This Hospital, opened in 1872, is mainly supported by the voluntary subscriptions of Chinese, but receives an annual grant of \$6,000 from the Government. Only Chinese are treated in this institution which takes the place of a poor-house and hospital for Chinese sick and destitute, and is administered by an annually-elected body of 15 Chinese directors. Chinese as well as European methods of treatment are employed in accordance with the wishes expressed by the patients or their friends. The hospital is managed by a committee of Chinese gentlemen annually elected, their appointment being submitted to the Governor for confirmation. The financial position of the hospital was improved during the year and its title to its investments in land was secured by Ordinance.

OTHER GOVERNMENT INSTITUTIONS. The prison, observatory, post office, educational establishments and other Government institutions are dealt with under separate heads.

INSTITUTIONS NOT SUPPORTED BY GOVERNMENT.

Among institutions, recognised and encouraged but not to any considerable extent supported by Government may be mentioned the Pó Leung Kók, the College of Medicine for Chinese, and the City Hall. The Pó Leung Kók is an institution, incorporated in 1895, presided over by the Registrar General and an annually-elected committee of

Chinese gentlemen, for the promotion of women and children. The inmates of the home receive daily instruction in elementary subjects and are allowed to earn pocket-money by needle-work. During 1904, a total of 675 persons were admitted. Of these, 287 were released after inquiry, 38 were released under bond, 138 were placed in charge of their husbands, parents or relations, 8 were placed in charge of the Japanese Consul, 76 were sent to charitable institutions in China, 15 were sent to school, convent or refuge, 11 were adopted, 29 were married and 2 died. In consequence of an epidemic of beriberi during the summer the women's quarters were vacated and the inmates temporarily distributed between the Tung Wa Hospital and the Italian Convent.

The Hongkong College of Medicine for Chinese was founded in 1887, for the purpose of teaching surgery, medicine and obstetrics to Chinese. The government of the College is vested in the Council, of which the Rector of the College, who has always been a Government official, is President. Eighty-seven students have been enrolled up to the end of 1904, and of these 19 have become qualified licentiates and have obtained various posts under Government and elsewhere. The institution is of great value in spreading a knowledge of Western medical science among the Chinese; and in addition to the employment of certain of the licentiates in the public service, the senior students have frequently been made use of for various purposes during epidemics. A Government grant-in-aid of \$2,500 is made to the College, to be used at the discretion of the Rector. The City Hall receives an annual Grant of \$2,000 from Government. It contains a Reference Library and Museum.

A FIREMAN'S CLAIM

BEFORE THE COURT.

For some days past the Chief Justice has been engaged at the Supreme Court in hearing evidence in a case in which the main issue is whether either the plaintiff or the defendant, and if so, which, is entitled to a specific sum of \$2,600. The parties in the action are Lam Tung, who was at one time head fireman on board of the steamer *Kin Shan*, and the Nam Loong firm of merchants with premises at Saigon. It seems that last year an extradition case was heard in the Police Court in which an order was made for the return of a Chinaman, named Chow Kwong to Saigon to answer a charge of burglary at the defendants' shop there. The police found \$2,600 in the man's possession and retained the money, and Lam Tung now claims that he is entitled to it, and in support of his contention argues that he had the money on him but owing to his having to be on the deck of his steamer during a typhoon and not wishing to lose it he handed it to Chow Kwong for safe keeping. Subsequently this man was arrested on a charge of burglary and the money being found in his possession was now claimed by the defendants as part of the proceeds of the robbery. These are the main facts upon which the arguments before Mr. F. T. Pigott have been based the plaintiff's version being placed before the Court by Mr. H. E. Pollock, K.C., (instructed by Mr. C. F. Dixon of Mr. Hastings' office), and the defence being entrusted to Mr. H. N. Ferrers, who is briefed by Mr. J. Hays (of Messrs. Johnson, Stokes and Master).

The evidence concluded, Mr. H. N. Ferrers urged that a commission be appointed to protect to Saigon to take the evidence of a number of persons to prove the position and standing of the plaintiff's business. His Lordship said he could not see his way to accede to this.

Mr. Ferrers then addressed the Court at great length to show that Chow Kwong's ignorance of Saigon went to prove that he never could have lived there for fourteen years, as was stated. He knew nothing about the principal features of the city and entirely ignorant of its topography.

The argument continues.

AN ECHO OF THE NIGHT

A RUSSIAN SURRENDER.

The following account of the events which led up to the surrender of Admiral Nebogoff is supplied to the *Herald* by a Staff officer of the Admiral who is now a prisoner at Sasecho:—

"In the course of the fighting on May 27th, the Russian fleet was thrown into confusion, and at night it was dispersed by the torpedo attacks. The third squadron under Nebogoff concluded that it would be to no avail to continue the fighting any longer against so strong an enemy and it was decided to run to Vladivostok with all speed. In the darkness and disorder the squadron had lost its bearings, and the only course now to be taken was to get into touch with Korea or find an island. An order was given by the Admiral for the vessels to do their utmost to discover land, and immediately report to the flagship. Presently a report was received from the *Tamrud*, and the Admiral headed the squadron in that direction. The report was soon followed by another saying that the land in sight was Ul-leung Island, and the position of the squadron was then ascertained. Encouraged by this discovery, Admiral Nebogoff steamed on, and when turning round the island, to our great surprise a strong Japanese squadron came in sight. Admiral Togo's flagship was in the van, the *Mikasa*, flying the flag of Admiral Mito, bringing up the rear. The Japanese proved too strong to be fought, and Admiral Nebogoff resolved to surrender. His staff agreed without a dissenting voice. At this moment the cruiser *Tamrud*, which is of very high speed, dashed out and escaped."

TOGO'S CONVICTION.

The officer says Admiral Togo accepted the offer to surrender without hesitation, and invited Admiral Nebogoff to his ship, the *Mikasa*. He was shown to the cabin of the Japanese Commander-in-Chief, and there the ceremony of surrender was gone through. Upon the conclusion, Admiral Nebogoff opened a general conversation and remarked:—"I am astonished by the excellence of your plan of operations and tactics, and cannot help admiring your professional ability. How did you come to conclude that we were going to pass through Taishima Straits?" Admiral Togo smiled and replied—"You circulated different reports, hinting that you were coming by way of Soya or Tsugami Straits, but I had a firm conviction that you were resolved to force a passage through Taishima Straits. The present is the foggy season at Soya or Tsugami, and no one who has the least knowledge of the navigation would be so imprudent as to attempt to pass with any large fleet through such dangerous straits. I was convinced that you were circulating these reports with a view to deceiving me." Admiral Nebogoff seemed surprised at the reply of Togo, and then spoke of the destructive power of the Japanese shells, mentioning that the strong-ammour of the battleship *Nicolai* was perforated by every shot sent by the Japanese 12-inch guns. Nebogoff, admitted that he had not the slightest idea that the fire would be so powerful. Admiral Togo smiled again, and merely replied "Is that so?" The conversation then ended.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks ... \$807 1/2
National Banks ... 37 1/2
Union Insurances ... 695
China Traders ... 70 1/2
Canton Insurances ... 317 1/2
Hongkong Fires ... 302 1/2
China Fire ... 87 1/2
H. C. & M. Steamboats ... 27 1/2
Indo-China ... 100 1/2
Douglases ... 35 1/2
China Sugars ... 215 1/2
Lurons ... 31 1/2
Raubs ... 51 1/2
Docks ... 192 1/2
Kowloon Wharves ... 95 1/2
Fanchina ... 138 1/2
Hongkong Lands ... 120 1/2
Hongkong Hotels ... 142 1/2
Humphreys Estates ... 128 1/2
Ewo Cottons ... 40 1/2

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. ... 10 9/16
Do. demand ... 11/10
Do. 4 months' sight ... 11/10
France—Bank T.T. ... 236
America—Bank T.T. ... 45
Germany—Bank T.T. ... 102
India T.T. ... 140
Do. demand ... 140
Shanghai—Bank T.T. ... 71 1/2
Yapoo—Bank T.T. ... 92 1/2
Java—Bank T.T. ... 12 1/2

Buying.

4 months' sight L/C ... 11/10
6 months' sight L/C ... 11/11
32 days' sight San Francisco & New York ... 46 1/2
4 months' sight do. ... 47 1/2
30 days' sight Sydney and Melbourne ... 40
1 months' sight France ... 24 1/2
6 months' sight do. ... 24 1/2
1 months' sight Germany ... 107
Bar Silver ... 27 1/2
Bank of England rate ... 21 1/2
Sovereign ... 10 6 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New ... @ 1,140
" Old ... @ 1,180
" Older ... @ 1,230/1,260
" Oldest ... @ 1,340
" New ... @ 1,112
" New ... @ 1,080
" New ... @ 780/1,110

Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, JUNE 24TH, 1905.

DINNER.

HORS D'OEUVRES.
Caviare in Eggs.SOUP.
Mock Turtle Soup.FISH.
Fish à la Maitre.ENTREES.
Lamb Cutlets à la Westmoreland.
Ox Tongue à la Poilette.
Indian Corn and Butter Sauce.CURRY.
Calcutta Curry.JOINTS, &c.
Roast Australian Beef.
Roast Capon and Sausage.
Boiled York Ham and Champagne Sauce.
Cold Stuffed Duck and Plain Salad.SWEETS.
Semolina Pudding.
Raspberries Ice Cream and Finger Cakes.
Apple Tart. Tippy Cake.DESSERT.
Coffee. Fruits. [678]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

(SATURDAY), the 24th June, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

2 Cases FLANNELS, 3 Cases BLANKETS, 76 Cases SARDINES, 3 Cases PENCILS, 23 SCALES, 3 Cases SOAPS, and 18 Pairs JAPANESE CURTAINS.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 23rd June, 1905. [679]

HONGKONG JOCKEY CLUB.

NOTICE.

A MEETING OF MEMBERS who wish to be interested in the Subscription Refund to be ordered for the next RACE MEETING will be held in the Hongkong Hotel, on TUESDAY Next, 27th instant, at 4.30 P.M.

T. F. HOUGH, Clerk of the Course.

Hongkong, 23rd June, 1905. [677]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 23rd June, 1905. [6]

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING

FROM US

PIANOS

OF THE

HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

AT

MODERATE PRICES.

OUR CLIENTS HAVE THE

ADVANTAGE OF OUR

30 YEARS' EXPERIENCE AS

EXPERTS,

DEVOTED

EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS

AND

MANUFACTURERS

IN CHINA, AND STOCK THE

GREATEST VARIETY

OF MAKES.

Hongkong, 8th June, 1905. [521]

CAFE WEISMANN.

THE Public are invited to pay a visit to our new

TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIR

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "GALEDONNIEN."

Captain Gregory, will be despatched for MAR-
SEILLES on TUESDAY, the 27th June,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Carriage also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. OCEANIAN 11th July.
S.S. TOURANE 25th July.
S.S. TONKIN 8th August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th June, 1905. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for HATAYI,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

H. E. Steamship

"NUBIA,"

Captain F. J. Fox, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 1st July,
at Noon, taking Passengers and Cargo for
above Ports in connection with the Company's
S.S. Mongolia, 5,500 tons, from Colombo.
Passenger accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
Ludwig, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arca-
dia, due in London on the 13th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 17th June, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleasant	3,751	F. G. Purinton	At June 30
Sakurami	9,566	E. V. Roberts	July 12
Tremont	9,566	T. W. Garlick	Aug. 8

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Sakurami* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 23rd May, 1905. [8]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMP.OF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,

for

GASOLINE AND GAS
LAMP.

at the most moderate

prices.

Lamps fixed up for

buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905. [54]

To Let.

TO LET.

NO. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. [537]

TO LET.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RYAN TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

TO LET.

SEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms. GAS and ELECTRIC

BELLS laid on. Commanding fine view of the

Harbour.

Rents very moderate.

Apply to—

H. RUTONJEE,

No. 5, D'Aguiar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [637]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD,

CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S

ROAD, CENTRAL.

Apply to—

S. BISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION,
Hongkong, 16th May, 1905. [14]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$50,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11-9/16=\$25.46 for second half-year 1904	\$805 buyers London 28 1/2 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	\$37 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	\$320
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$551,992 \$36,366 \$371,445	NIL	\$11 for year ended 30.4.1904	\$70 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	Tls. 8 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,800,000 \$2,749 \$83,110 \$2,832,110	\$2,078,997	\$35 for 1903	\$690 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$7,794	\$486,284	\$12 and \$3 special dividend for 1903	\$172 1/2
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$2,000,000 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903	\$187
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	\$302 1/2
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$15,000 \$85,410 \$105,410	\$8,832	\$1 for 1904	\$21 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$50,000 \$500,000 \$158,444	NIL	\$2 for year ended 30.6.1904	\$34 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$2,000,000	\$26,160	\$1 for second half-year 1904	\$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$2,000,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	\$100
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	Tls. 6 1/2 sales
Do. (Preference)	100,000	£1	£1	\$4,000,000	£58,852	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$5,000 \$18,000 \$85,410 \$108,410	\$929	Interim of 1/- (Coupon No. 5) for 1904	\$35
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$2,000,000	\$21,231	\$1.80 for year ending 30.4.1905	\$37
Straits Steamship Company, Limited	5,000	\$100	\$100	\$126,000 \$1,260,000	\$21,231	\$10 for 1904	\$137 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	Tls. 30
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$450,000 \$4,500,000	\$42,812	Final of \$15 making \$20 for 1904	\$215 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$5 for 1897	\$215 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.6.1904	Tls. 71 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 \$180,000 \$900,000 \$1,120,000	£7,820	No. 3 of 1/6	Tls. 7.80 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,091	50 cents making G \$1 for 1904	G \$47 1/2
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,000 \$180,000 \$900,000 \$1,120,000	£4,029	No. 12 of 1/-=48 cents	\$4 1/2 buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,229,853	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS.							
Fernham (S. C.) Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 5,000,000 \$50,000,000	Tls. 48,153	Tls. 5 interim for 1904/5	Tls. 158 sales
Fernwick (Geo.) & Co., Limited	6,000	\$25	\$25	\$150,000 \$1,500,000	\$8,577	\$3.75 for 1904	\$33 1/2
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$20,000,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	\$95
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$33,500 \$335,000	\$408,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	\$153
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000 \$600,000	none	\$10 div. & \$5 bonus for year end. 30/6/04	\$270 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$384,000 \$3,840,000	\$489	\$1 1/2 for 1903	\$145
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000 \$1,500,000	\$49,936	\$10 div. and \$1 1/2 bonus for 1903	\$113 1/2
Do. (Preference)	2,750	\$100	\$100	none	none	\$7 dividend	Tls. 180 sales
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 3,200,000 \$32,000,000	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	Tls. 180 sales
Tanjong Payar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000 \$21,000,000	\$26,645	\$20 for 2nd half year making \$26 for 1904	\$295
Yangtze Wharf and Godown Company, Limited	1,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	Tls. 193
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none \$34,000 \$340,000	\$9,989	\$2 1/2 for year ended 30.6.1904	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	T. Tls. 50	T. Tls. 50	Tls. 8,000	Tls. 805	Final of Tls. 5 making Tls. 9	Tls. 140 sellers
Central Stores, Limited	6,000	\$15	\$15	none	none	Final of 60 cents making \$1.80 for 1904	\$21 sales
Do. (Founders)	123	\$15	\$15	\$1,845 \$18,450	\$1,502	None	\$8 sellers
Do. (New Issue)	24,000	\$15	\$15	\$360,000 \$3,600,000	none	Preferential of 7 per cent for 1904	\$8 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$1,000,000	\$3,554	\$5 for second half-year making \$10 for 1904	\$144 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 \$5,000,000	\$37,875	Final of \$6 making \$12 for 1904	\$122 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 225,000 \$2,250,000	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	Tls. 174 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	First year	Interim of \$4	\$13 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$2,000,000	\$11,958	90 cents for 1904	\$40 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	\$3 for 1904	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 2,600,000 \$26,000,000	Tls. 40,666	\$3 final and Tls. 2 bonus making Tls. 8 for 1904	Tls. 120 buyers
Tientsin Land Investment Company, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	none	Tls. 735	Final of Tls. 4 making Tls. 7 for 1904	Tls. 125 sellers
Wei-shu-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3 20 for 1904	\$55 sellers
COTTON MILLS.							
Lwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,615	Tls. 4 for year ended 31.10.1903	Tls. 40 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	135,000	\$10	\$10	none	\$21,862	50 cents for the year ending 31.7.04	\$164 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 \$500,000	Tls. 13,629	Interim of 3 % a/c 1898	Tls. 36 buyers
Lao-ung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 40 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 20,050	4 % for 1897	Tls. 180
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$125 for year ending 30.6.1903	\$100
Philippine Company, Limited	7,500	\$10	\$10	none	none	First year	\$91 sellers
Shanghai-Bamuta Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 \$248,200	Tls. 1,091	Final of Tls. 6 making Tls. 9	Tls. 68 sales
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	none	First year	\$125 sellers
Beir's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	none	£161	6d. per share for 1903	\$13 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	none	NIL	\$1 for 1904	\$12 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	\$24
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	\$17 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	none	\$1 1/2 for year ending 31.7.1903	\$100 buyers
Friser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	\$26 1/2
Green Island Cement Company, Limited	100,000	\$10	\$10	\$200,000	\$95,054	\$2 for 1904	\$10 1/2
Do. (New Issue)	50,000	\$10	\$5	\$25,000	none	First Year	\$27 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000 \$2,319 \$23,000	\$7,511	Final of \$1 making \$2 1/2	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,199 \$231,990	\$7,625	£1 div. and 2/- bonus for 1903	\$177 sellers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	\$114 sellers
Hongkong High-Level Tramways Company, Ltd.	1,500	\$100	\$100	\$150,000	\$1,705	\$15 for year ending 30.11.1904	\$213
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$5,356	Final of \$13 making \$17 for 1904	\$424
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$11,137	\$10 for 1904	\$150 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.6.04	\$17
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$8 for 1904	\$145 buyers
Lane, Crawford & Co., Limited (Shanghai)	3,500	\$100	\$100	none	\$21,582	Interim of \$5	Tls. 27 1/2 sales
Maschaggl's for Mijie, Bosch-en Landbouwers	25,000	Gk. 100	Gk. 100	Tls. 128,210 \$128,210	Tls. 35,849	\$2 and quarterly of Tls. 4, paid 15.6.05 mak- ing 50 for Tls. 12 1/2 for 1905	\$23
Maynard and Company, Limited	3,400	\$10	\$10	none	none	\$2 for year ended 31.10.1904	Tls. 25 sales
Mendon (L. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 1 for 1902	\$54 sales
Moutrie (C.) & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,300	\$50	\$50	none	Dr. \$5,537	None	Tls. 125 sales
Shanghai Horse Bazaar Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 \$1,450,000	Tls. 8,011	Final of Tls. 5 making Tls. 11 for 1904	Tls. 82 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 50	Tls. 50	Tls. 45,000 \$450,000	Tls. 10,247	\$5 for 1903	Tls. 167 1/2 sales
Shanghai Waterworks Company, Limited	7,700	Tls. 20	Tls. 20	Tls. 17,000	Tls. 6,968	Final of 37/6 making 52/6 for 1904	Tls. 450 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$30,000	\$1,769	\$6 1/2 for year ended 31.7.1904	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	None	\$25
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,444	60 cents for year ended 31.5.04	\$8 buyers
Straits Ice Company, Limited	10,000	\$100	\$100	\$25,000	\$700	First year	\$74 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$50,000	\$84,813	\$10 for second half year 1904	\$150 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Tls. 15,259 \$152,590	Tls. 2,025	\$1 div. and 35 cents bonus for half year ended 30.9.1904	Tls. 100
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259 \$152,590	Tls. 2,211	Tls. 2 for half year	Tls. 121
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$80	Final of Tls. 4 making Tls. 8 for 1903/4	\$90 buyers
Do. (Founders)	100	\$10	\$10	none	none	60 cents for year ended 31.5.1904	\$10
Watson, (A. S.) & Co., Limited	12,000	\$10	\$10	\$300,000	\$6,096	Final of 10 cents making \$1 for 1904	\$124 buyers
William Powell, Limited	20,000	\$10	\$10	\$30,000	\$98	Interim of 50 cents for year 1904/1905	\$144 sales

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No. 4880

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SATURDAY, JUNE 24, 1905.

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Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTHS.

On 6th June, at "Bon Accord", Duke Street, Penang, the wife of Captain R. OWEN, of a daughter.

On 7th June, at Penang, the wife of Chief Inspector W. J. POLY, F. M. S. Police, of a daughter.

At Hankow on the 10th June, to Mr. and Mrs. BERTHMAN JONES, a son.

On the 16th June, at Shanghai, the wife of HENRY MOORE, Customs, of a son.

June 18th, at Westbourne Villa, N., to Mr. and Mrs. GEORGE CURRY, a son.

On 18th May, at 3H, Montagu-mansions, Portman-square, W., the wife of A. K. BUTTERY, of Penang, of a daughter.

On 18th May, at Harracott House, Tawstock, the wife of JOHN FREDERICK WATFORD, of Clannaborough, Devon, Advocate of the Supreme Court of the Straits Settlements, of a son.

On 23rd instant, at No. 4, Canton Villas, Kowloon, the wife of THOS. SKINNER, of a daughter.

MARRIAGES.

On the 9th May, in Salisbury Cathedral, EDMUND NELSON-FISHER, Capt., the Manchester Regiment, son of the late Ven. Edmund Henry Fisher, Archdeacon of Southwark, to GEORGINA MARY, daughter of William Maxwell Hammett of the Close, Salisbury.

On 10th June, at St. Andrew's Cathedral, Singapore, by the Rev. H. C. Izard, Colonial Chaplain, FRANCIS CLIFFORD PALMER LEE, third son of the late Edwin Palmer Lee of Tredegarville, Cardiff, to LUCY ADAMS MOSLEY, youngest daughter of the late Thomas Henry Mosley of Calcutta.

On 17th May, at Cannes, R. D. ROBISON, to BLANCHETTE EMILY BUCHANAN-DUNLOP, both of Yokohama.

On 20th May, at Lyndhurst-road, Church, Hampstead, by the Rev. Dr. Horton, JOHN ANDERSON, second son of Alexander Johnston, formerly of Singapore, to MARGARET WELSH, younger daughter of Andrew Gordon, of 19, Thurlo-road, Hampstead, N.W., and 62, Corshill, E.C.

DEATHS.

On 5th inst. at Port Swettenham, of pneumonia, WILLIAM GEORGE CHRISTIE WALTER, aged 45.

On 7th June, at Ayer Itam, Penang, LEWIS EBBERT, aged 74 years.

At River Valley Road, Singapore, RUTH DODGE, the beloved daughter of Mr. and Mrs. C. C. Oehler, aged 71 months.

On the 16th instant, at Serangoon Road, Singapore, MARTINAH widow of the late Gilbert Wilson, aged 67 years and 5 months.

On 19th May, at 5, Radnor-park avenue, Folkestone, FRANCIS HELMER FIRTH, late of the Peninsular and Oriental S. N. Co., in his 78th year.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JUNE 24, 1905.

THE HARBOUR MASTER'S REPORT.

(17th June.)

The latest annual report on Hongkong, which covers the work of the harbour department, during 1904, shows that the Colony's advance towards even greater prosperity is being steadily maintained. The Hon. Capt. Barnes Lawrence remarks, in his report that, during the year reviewed, the tonnage entering and clearing, exclusive of steam launches in local trade amounted to 24,754,042 tons, being an increase, compared with 1903, of 714,180 tons, and the highest tonnage yet recorded. This unprecedented degree of prosperity is a fact explained by reference not only to the steady development of the Colony's shipping, but to a combination of special circumstances. Among this is mentioned the large influx of colliers and other tramp steamers, in ballast, attracted to the Far East by the war. This accounts for the increase in the number of vessels under the British flag, although on the other hand it is pointed out that the number of ships entering the port with foreign colours have decreased owing to the disappearance of the Russian, and almost all Japanese ships from the run since the commencement of hostilities. It is also due to the fact that a large number of small German and Norwegian vessels were transferred to the Japanese coast trade, while the number of ships carrying the American flag showed a considerable decrease. How far the expansion in the number of British ships entering and clearing the port may prove temporary time alone will show, but though some of its sources have since been practically removed the gratifying fact is manifest that the trade of the Colony continues to show a rapid and satisfactory increase. The imports, exclusive of cargoes brought by junks and steam launches employed in local trade, amounted to close upon eight million tons, and more than half of this was discharged here. From Japan alone close on a million tons of cargo were discharged, while Siam is represented next with over 500,000 tons, the China coast coming third with nearly 350,000 tons, India and the Straits Settlements next on the list with over 320,000 tons of cargo discharged, with Great Britain just behind, and America bordering close on 300,000 tons. But over two-thirds of the cargo brought to the Colony came in British ships, and the same remark is applicable in the case of the export trade of the Colony. In the latter instance, however, cargo from China, entering the port shows by far and away the greatest tonnage, Japan being nearly 400,000 tons behind with its shipments, while for India and the Straits Settlements just over 325,000 tons, or 120,000 tons more than that consigned to the Philippines were registered. Prosperity is apparent on all sides, and a glance at the diagram of tonnage entered at the port from 1867 to 1904, and taking the previous years into account, will show that from the beginning of organized commercial operations in the Colony there has never been a time when Hongkong has not been pre-eminently one of the most important business centres of the Far East. Our mercantile and shipping communities have been strong ones. Circumstances have combined to stimulate the business spirit of the residents of the Colony who, with the natural advantages which contributed to making Hongkong the principal, and, in fact, the only distributive point on the coast of China, over sixty years ago, the island is still able to maintain her position of prominence.

FINGER PRINTS.

(19th June.)

An extremely brutal murder recently perpetrated at home by two young brothers, who have since expiated their crime on the scaffold, has furnished the first case in which evidence for the Crown on the capital charge has rested largely on the finger-print system of identification. It was proved to the satisfaction of the jury that the accused entered a small shop in the Deptford district of London, and after murdering the proprietor and his wife, proceeded to ransack the premises and then decamped with a few pounds in their possession. Unfortunately for them they did not leave the place unobserved, and when subsequently the accused were brought up in the custody of the police evidence was tendered that finger marks about the shop corresponded with finger-print impressions made by the prisoners after arrest. The defence maintained that this system of identification was insufficient to warrant a

conviction, and Mr. Justice Channell pointed out that where the prints were taken for the purpose of identification of a criminal whose impressions the police already possessed, the system seemed to be extremely reliable, but he directed the attention of the jury to the fact that it was an entirely different thing to apply the system to a casual mark made by the perspiration of the thumb on the object. Other evidence, of a circumstantial nature, was forthcoming and the prisoners were found guilty. We are not aware that this system of identification has ever secured the conviction of criminals in Hongkong, though there can be no doubt that since Mr. F. J. Badeley introduced it into Victoria Gaol in March of last year that many valuable points have been noted from it. At the present time all criminals have their finger prints taken on admission to the prison, and as Mr. Craig took up the study of the system at New Scotland Yard while at home, the development of the science in connection with the detection of crime in Hongkong should proceed unchecked. Under proper control there is much to be said in its favour as a great and reliable means of identification, although in inexperienced hands it is quite possible it may become a menace to the administration of justice. According to the expert evidence adduced at the murder trial at the Old Bailey, the point to be born in mind is that it is not enough that there should be two or three points of resemblance between two prints, but that the prints must be absolutely identical. The whole system is based on the fact that a finger print does not appreciably alter after birth, and therefore, the differences, if any, are far more important than stated points of resemblance. One distinct and clear fundamental difference between two prints establishes this fact beyond a doubt that they are from different individuals even in the presence of a multitude of similarities. It is to be noted further, that as the area of a print is diminished the danger of coming to a wrong conclusion from similarities is increased. This, of course, is of importance in connection with casual and accidental prints. We have all heard of how attempts are made among habitual criminals to get rid of the tell-tale marks by wearing gloves and finger stiffs, but it will be a long time before the professional crib-cracker in Hongkong will learn to appreciate the delicate machinery which the police will be able to put into motion in order to ensure his arrest.

BONDS OF EMPIRE.

(20th June.)

Many people in the East, after a casual glance at the sundry "bargain" advertisements which continually appear in the home papers, must have experienced a longing to participate once again in the phenomenal "chances" offered by enterprising shopkeepers in the old country. But until the present time they have been handicapped in a variety of ways. To begin with, all these "bargains" had long passed away before they had come to the knowledge of the resident abroad; and, again, there was always the fear that the exiled purchaser might be buying a pig in a poke. Nevertheless, the feeling that there are opportunities to be found in London establishments which could not possibly exist abroad has remained strong. It is a common belief—and one with much truth in it—that a shilling in England is worth more than a dollar in Hongkong, that its buying capacity is more than double that of the Mexican coin; but how to prove it was the question. It is usually a thankless task to appeal to friends in the old country to send out a specified article, and it was a dubious question whether strangers could be trusted. Some of the young lions on the Daily Mail recognized that fact, and subscribers to the Overseas Edition are to benefit under a new scheme whose terms and conditions are made clear in one of the recent issues of that newspaper. It has been decided to open a special department for the sole purpose of making purchases in England on behalf of subscribers to the Overseas Mail, and no fee or recompense will be charged. It will thus be possible for a subscriber living in the wilds of New Guinea or the back-blocks of China to order through this department a watch from his favourite firm of watch-makers or a box of pens from his favourite bookseller. The department, we are told, will be under the charge of an expert in the buying line, and judging from the preliminary announcement nothing will be too big to handle, and nothing too small. It is simply a question of accommodating subscribers. All they have to do is to guess roughly what the article they want will cost, remit that amount to the department in question, and wait for the appearance of their goods. It may happen that the money remitted is insufficient to cover the cost of the article ordered. In that case the department will, should the deficiency be trifling, send on the goods and leave it to the agents of the newspaper to collect the balance; but where there is a large margin between the cost of the article and the amount remitted, then the subscriber will be required to increase his remittance to the required amount before his order is fulfilled. In the words of the notice, the department is prepared to "book rooms" in hotels and boardinghouses, select suitable apartments for travellers, or schools for the sons and daughters of subscribers; it will reserve berths on ships, or contract for advertisement space in any newspaper. It will negotiate patents, obtain legal advice, purchase stocks and shares, securities, debentures,

furniture, pianos, and wearing apparel. In short, every transaction within reason will be gladly negotiated without any extra expenditure on the part of subscribers for the services of the "Agency Department of the Overseas Mail." The scheme is described as "the germ of a world-wide organization," intended to foster trade within the Empire. Rather, it keeps the people who have left England in touch with the mother country, and if the idea is carried out on anything like the scale proposed it should assuredly effect that purpose. Newspaper enterprise has few limits in these days, and this latest scheme of converting a newspaper office into a sort of glorified bargain store will undoubtedly come as a surprise to the majority of people. Still there is every prospect that it will prove a success; the very novelty of the idea is calculated to appeal to the subscriber in his log cabin or palm plantation; and if it helps on the federation of the Empire a great object will have been achieved.

MUNICIPAL OWNERSHIP.

Shanghai was recently in the throes of a discussion on the question of municipal ownership, the particular question under consideration being the retention of the electric lighting plant, equipment, etc., under the control of the Municipal Council. The people of Shanghai, by an overwhelming majority, pronounced themselves in favour of municipal trading so far as the electric lighting of the city is concerned, but nothing was said as to the desirability of the Municipal Council controlling the proposed tramway system, and it is to be presumed that the tramway concession will be given to a private firm. So many opinions are held on this vital subject of municipal trading that all views are worthy of attention. Mr. Charles F. Yerkes, the great American tramway magnate, is distinctly adverse to municipal ownership. In an article which appears in a New York paper, Mr. Yerkes asserts that the municipal ownership of street traction undertakings in London and elsewhere in Great Britain has proved a failure and is "synonymous with incompetence, extravagance and disaster." These are strong expressions, and it has to be borne in mind that they come from an expert, but an expert who has found it to his advantage to form syndicates innumerable to carry on street traction ventures. He has made a fortune out of the business and the question is—where would that fortune be if the municipalities had kept their street traction undertakings within their own hands instead of handing them over to private individuals? The answer would seem to be—in the pockets of the ratepayers. Whether Mr. Yerkes is right or the Shanghai people will be seen when the new tramway is running. Meanwhile, advanced radical opinion holds to the theory of municipal ownership.

CHINESE NEUTRALITY.

(21st June.)

In connection with one of our special cablegrams from Shanghai to-day, in respect to the attitude of the Japanese Government with regard to the neutrality of China, it may be stated that, at the date of last advices from the Northern Settlements, nine Russian ships had arrived at Shanghai and Wusung in the past few weeks and they are all in Shanghai now. Excepting the torpedo boat destroyer Bodry (the moorings of the rest are not yet decided), the arms and ammunition as well as portions of the machinery of the Bodry were removed from her on the 12th and 13th instant and Commissioner Hobson and Admiral Yeh inspected them and stored them in the store houses of the Kia-guan Arsenal. The Bodry, when the completes her dismantling, will remove her moorings to near the Mandjour. It is alleged, by a local vernacular, that the Japanese Consul-General maintains that none of the Russian ships should be allowed to dock or to repair and the Shanghai Taotai wrote Commissioner Hobson, of the Chinese Imperial Maritime Customs, to decide the moorings of the eight ships speedily and not to allow them to stay alongside the wharf of a dock or to have repairs so as to completely abide by the neutrality rules. The protest of the Japanese Consul-General against the docking of the ships for repairs right along the wharf is regarded as frivolous in the light of the decision which obtained without any protest in the case of the three damaged Russian warships at Manila. In this case the conflict calls for the repairs to the Olga to be completed within sixty-three days, those to the Zheny in forty-five days, and to the Zheny in twenty-eight days. It is further stated in our worthy contemporary that the Russian ships are still loaded with coal, and the Japanese Consul-General is said to have requested the Shanghai Taotai to discharge them speedily. According to the Sin Wan Pao strict rules will be compiled and enforced to control Russian combatants who took parole not to return home till the end of the war, and the Shanghai Taotai has promised to the Japanese Consul-General regarding these rules to confine the Russian combatants to the peninsula of the Vicoy at Nanking and to consult with the Commissioner of the Imperial Maritime Customs. At the present time there are Russian wounded on board the Bodry, and the Russian Consul-General has written the Shanghai Taotai to the effect that the Russian ships should be picked up from various Russian warships. It appears that the Bodry has not enough accommodation to keep her aboard and therefore the Rus-

sian Consul-General has asked permission to allow them to go home. However, the Shanghai Taotai answered the Russian Consul-General that though the Russians are wounded yet they are combatants and they are not allowed to go home but that they shall be distributed on board the Ashkold and the Mandjour after consulting Admiral Yeh, and also urged to send in the document of the interned Russians who have paroled.

THE CURSE OF OPIUM.

We reprinted yesterday from an Australian exchange the report of proceedings at a representative meeting of Chinese merchants and citizens recently held at Sydney which served to show that they are determined in their efforts to get the Federal Government to deal with the opium traffic. A unique feature in connection with the movement, remarks our Sydney contemporary, is that the leaders are men who deal largely in opium, and the stoppage of it means a big item in the profits of their business. One speaker pointed out that a case of opium, containing 48 lbs., cost about £90, and that the duty thereon was £55, making a total of £145. The merchant had then to get his profit, and one would think that this would make the smoking of opium almost prohibitive. The figures quoted, however, showed no diminution in the importation of the drug. The Chinese merchants in Sydney lost no time in giving effect to their resolution; for we learn that the petition for the suppression of the opium traffic has been drafted, and is now being distributed. The document is being numerously signed, and it urges the Commonwealth Government to adopt the Opium Prohibition Act of 1901, in force in New Zealand, which makes it unlawful to import opium in any form suitable for smoking, or to manufacture opium, and also makes it unlawful for any person to smoke opium or permit or abet such smoking. The penalty is £50 for any person found with opium in his possession, and £10 if found smoking or abetting the smoking of opium. A similar law is in force in the Island of Formosa, where it has had the effect of completely stamping out opium smoking. Before America took over Honolulu a similar law was also in force, and opium smoking was unknown, but since the new regime the importation of the article has been permitted, the duty being fixed at 10 dollars per pound. That the movement is being accorded considerable support is evident by the fact that letters were received from all parts of the State expressing sympathy and promising support to the promoters of the anti-opium agitation. It is stated that a letter was also read from a European lady at Broken Hill, appealing to the Chinese merchants to forward her opium, as she was a confirmed smoker, and was unable to obtain it locally. The Chinese have, apparently, thought the matter out well, for in the event of success, they propose to inaugurate a fund to provide medicine and comforts to both Chinese and European victims of the habit of opium-smoking, the chairman stating that a leading physician had informed him that the torments these people endured through being deprived of the drug were heart-rending. Practical tests with opium antidotes in Hongkong have demonstrated, in the opinion of many, that opium-smokers are amenable to successful treatment, and if the Commonwealth Government of Australia resolve to prohibit the importation of the drug into the State agitating for the abolition of the traffic, the effect on those addicted to the vice and the result of the method to be adopted for a cure of the habit will be watched with considerable interest.

THE FISH THEORY OF LEPROSY.

(22nd June.)

It may be within the recollection of our readers that, in view of the letter which was addressed to The Times by Mr. Jonathan Hutchinson on the subject of leprosy being caused by tainted fish, Mr. H. E. Pollock urged upon the Legislative Council, in March of last year, the desirability of the Hongkong Government to cause inquiries to be made into the question by its medical officers. Mr. A. M. Thomson, who was then acting Colonial Secretary, pointed out that such an inquiry would involve protracted bacteriological investigation, and as leprosy is not a disease that is prevalent in the Colony the time of the Government bacteriologists could be better employed in prosecuting investigations into diseases which more readily affect the public health of Hongkong. He also stated that as far as present scientific knowledge goes the bacillus leprose does not grow outside the living human body. Mr. Hutchinson while pointing out in his letter that although the fish hypothesis had not as yet been abundantly endorsed by many of the leading members of his profession there was no doubt that a widespread impression as to its validity had been produced. When the point was definitely settled he urged the necessity of Governments, missionary organisations and of all civil authorities taking action to enforce an adequate supervision of salt fish factories and the framing of regulations respecting the quality of the salt used. The subject was not lost sight of by the medical profession who appear to have gone thoroughly into the theory propounded by Mr. Hutchinson. At a subsequent meeting of the British Medical Association, an unusual number of experts being present, it was evident that the tribunal of medical opinion does not endorse his views. The question has been recently studied by Mr. Arthur Neve, the hon. superintendent of the Kashmir State Leprosy Asylum, who says that the fact cannot be

gained that not only at Kashmir, but in many parts of the coast of India, there are fish-eating communities in which leprosy is comparatively rare; while there are other districts in which leprosy is abundant, but fish are rare. He also points out that Ceylon imports nearly 300,000 cwt. of cured fish per annum, and says that in such a climate most of this must speedily become tainted, yet there are no signs of leprosy. There and other cases are cited by Mr. Neve who concludes an interesting article on the subject with the remark that, "It is generally felt in Indian asylums that Mr. Jonathan Hutchinson, acting on preconceived notions, has rejected as unreliable the witnesses against his theory; that there are few localities where any modification of the fish theory covers all the facts, and many places where it is in opposition to most of the facts." In this respect it would be extremely interesting to hear the views of those gentlemen who are carrying on such excellent work among the lepers of Canton. They are certainly in a position to do good service in the general interest in the direction indicated.

THE CRUISER SQUADRON.

(23rd June.)

Towards the close of last year we intimated in our columns that the Cruiser Squadron of the British Navy was about to be increased, and within a few weeks it was announced at home that the Admiralty had issued orders for the squadron to be doubled in size and divided into two parts. At the time it was pointed out that the main interest in this step laid in the fact that it was the first move in an important scheme, and this has been borne out by subsequent events. Those who have followed the growth of the Navy cannot have failed to notice that, within the past few years, we have added to the fleet a number of splendid armoured cruisers, and many more are now in process of completion. The Admiralty intend to use these in such a way that they can be quickly concentrated for commerce protection purposes when required, and at other times, they will be sent cruising to various foreign stations. It will not be denied that wireless telegraphy and plenty of fast cruisers will enable an Admiral to sweep a very wide expanse of sea the importance of which has, over and over again, been demonstrated since the commencement of the present war. It is to be doubted if the British public has any real conception of the remarkable efficiency in scouting which our fleet has attained, and when the scheme for utilising cruiser divisions has been fully developed it will then be possible for our ships to patrol most effectively any of the great ocean trade routes without making any fuss over preliminary arrangements. As rapidly as possible all smaller unarmoured ships are to be sent home and their places taken by newer and better ships. When this first became generally known there was much speculation as to what effect the move would have on our fleet in these parts. Soon after the announcement was first made in these columns that the battleship squadron was to proceed to England, as one of the first moves in a large Admiralty scheme, the report gained currency that the cruisers were to follow. We have endeavoured to trace the source of the report and although the news reached us through channels which are usually considered correctly informed, we have been unable to obtain any verification. It is stated that the cruisers will proceed to home waters and the torpedo boats and gunboats, working in conjunction with warships of our near ally, will be available for commerce protection purposes in Far Eastern waters. Of course, it is admitted in the Service that second or third-class unarmoured cruisers are of little use, and that flag officers are very unwilling to have such vessels attached to their squadrons; as they interfere with general efficiency, and as units have practically no fighting value. But that all of our first and second-class cruisers, with one exception, should be ordered home from such an important station did strike us as almost incredible, and especially so when we remembered that the only one remaining for the purposes of a flagship, is the Diadem, which has been classed as among the 'tin' ships—practically new boats, poorly gunned, badly protected, costly in coal, and very liable to develop boiler troubles. Inquiries made from official sources have failed to confirm the report of the home-going of the cruiser squadron the necessity for which certainly does not appear to have been occasioned by the new disposal of the British fleet, in home waters. For as cruisers are concerned the immediate need in order to complete the three squadrons at home to full strength, is two additional ships of the Minotaur class, but this year's programme provides for four, and rumour has it, of a new type. The advent of the six 'River' class of destroyers on the station has very materially increased the strength of the China Squadron, and although this argument may be adduced in favour of sending home the cruisers, it seems most improbable that the British fleet in Far Eastern waters is to be left without any ships of the scouting class whose value is beyond question.

THE CRUISER "SULLY"

19th Inst.

Latest reports, received yesterday by Messrs. E. C. Wilks and Co., state that the weather is now more favourable for the operations on the salvage of the long-stranded cruiser Sully, the vessel having moderated, and the swell considerably abated. Mr. C. W. Jack returns to the scene today to superintend the next attempt to be made to raise the vessel.

As far as can be seen from present development, there is no ore in the west lode there is also a parallel sheet in the east, but above the 100 foot level this ore can not be mixed as the main shaft runs through it and would be endangered thereby.

As to treatment of the ore, this is a subject with which it is at present impossible to deal. I think that we will be able to concentrate and cyanide, but in some of the best of the ore now coming to hand there is so much copper that cyaniding would be difficult and besides will not save the copper, which is likely to be of some importance, if the same class of ore continues.

Mill.—Unless exceptionally good developments occur in ore shoots No. 1 at the 200 foot level it will not be possible to start the mill until 7 or 8 months with any hope of keeping it going. It will be necessary to open enough ore by the 200 foot level to keep us going until ore can be drawn from the 300 foot.

The ore found at the 200 foot level together with what we have good reason to expect at the 300 foot would keep the mill going on good paying ore for about 3 months allowing a duty of 3 tons per stamp per day. By keeping the main shaft going down and starting work from the 200 foot level as soon as possible it will be just about possible to start the mill as the 200 foot level it run out to the end of No. 2 shoot. If the ore body proves to be anything like what is shown by the blue colouration on section all anxiety as to keeping the mill running would vanish at once. No. 3 shoot is also due as shown on plan but at present I know nothing about its value.

To sum up the situation in a few words as possible, I would say that it is decidedly hopeful. We are by no means out of woods yet but I think that our present showing gives ample reason for anticipating that we soon will have as a lot of ore almost certainly count on sufficient ore to pay expenses of doing the work so that we can wait without much fear of loss for the completion of this work and reasonably hope that it will give us all we require.

The Chairman said it would be impossible to have the mill running for seven or eight months, and thought the shareholders would agree with him that it would be greatly to get a staff of men from home until the mill could be worked to its full capacity. Nothing sensational had happened in the development of the mine, except that one thin rich streak had shown itself, and then disappeared, and that itself over a considerable distance. A large piece of the ore, from this vein, richly streaked, was here exhibited to the shareholders. Referring to the value of the ore in the mine, the Chairman said that the highest amount realized in the first 12 months was seven pennyweight per ton, and the lowest, a half pennyweight per ton. But in the next division between the one hundred and two hundred foot level, the value had ranged from the fraction of a pennyweight to as high as fourteen pennyweight per ton. One that realized being 2.98 per ton was not worked, and only giving one was put through the mill. In conclusion, the Chairman said that from a careful study of the development of the mines, they had every hope to expect good results in the future, and if they stood and pushed together, the shareholders would be amply rewarded. The directors hoped to have something good to report to the shareholders early in the following year, when they would start crushing again. (Applause.)

There were no questions and the Chairman stated that out of the 27,000 shares, only 2,500 had not been taken up.

S. C. FARNHAM, BOYD & CO., LIMITED.

The report of the board of directors for presentation at the fifth annual general meeting to be held at the head office, 26 Broadway, Shanghai, on the 23rd inst., reads:—

Gentlemen.—The directors have pleasure in submitting to you their report, with statement of accounts made up to the 30th April last, which they trust will prove satisfactory to you. The net profits, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to Tls. 8,524.24.

After allowing for an interim dividend of 5 per cent on 15,000 shares paid in January this year which amounted Tls. 276,000.00, there remains for distribution the sum of Tls. 8,524.24. With this amount the directors propose to deal as follows:—

A final dividend of Tls. 8 share 441,600.00
Add to reserve fund 100,000.00
Amount to be carried (new account) 34,924.24
Tls. 576,524.24

In accordance with § 95 of the memorandum and articles of association, one of the directors, Mr. S. Groundwater, retired, but, being eligible, offered himself for re-election, and was re-elected. The accounts have been audited by Messrs. Geo. L. Scott and J. D. Thorburn, who retire, but, being eligible, offer themselves for re-election.

PROFIT AND LOSS ACCOUNT.
1905, January 6th. Tls.
To 5 per cent. interim dividend 276,000.00
To balance 576,524.24
Tls. 8,524.24

1904, May 1st. Tls.
By balance carried forward 48,151.18
1905, April 30th.
By transfer from working account 804,371.06
Tls. 8,524.24

BALANCE SHEET.
CAPITAL ACCOUNT.
ASSETS.
To Old Dock. Tls.
"Old Dock," property with buildings, pumps, moorings, shear legs, launching ways, capstans, etc., 10m 51 21 5h. 670,000.00
Office building, godowns, machine shops and dwelling houses, including ground, 8m 71 61 4h. 110,850.00
"COSMOPOLITAN DOCK."
"Cosmopolitan Dock," property with pump-houses, pumps, boilers, etc., including ground, 45m 21 11 7h. 554,000.00
Land, including building, wharves, and wall, 107m 51 81 6h. 94,000.00
Machine shops, godowns, office, and dwelling houses, 108 Chinese houses including ground, 9m 51 81 6h. 29,000.00
INTERNATIONAL DOCK.
"International Dock," wharves and building, 155m 135m 81 3h. 58,000.00
Land, 155m 81 3h. 90,479.00
Buildings 78,569.00
TANKADO DOCK.
"Tankadoo Dock," property with buildings, boilers, pumps, shear legs, etc., 15m 61 91 5h. 178,500.00

LIABILITIES.
By shareholders for 55,200 shares. Tls.
Of Tls. 100 fully paid up 5,520,000.00
"reserve fund" 900,000.00
"uncollected dividends" 6,447.00
"sundry creditors" 452,001.32
"balance from profit and loss account" 576,524.24
Tls. 7,455,032.56

1905, April 30th. Tls.
By shareholders for 55,200 shares. Tls.
Of Tls. 100 fully paid up 5,520,000.00
"reserve fund" 900,000.00
"uncollected dividends" 6,447.00
"sundry creditors" 452,001.32
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E. & O. E.
Shanghai, 5th June, 1905.
Jas. H. USHORE, Secretary.
R. TWENTYMAN, JOHN PRENTICE, H. V. RUCKER, S. GROUNDWATER, DAVID CRANSTON, Directors.

We hereby certify that we have compared the foregoing accounts with the general ledger, the cash book, the bank pass books, and other vouchers, and have found them in conformity. The stock accounts have also been found in accord with detailed subsidiary books exhibiting and the securities examined and found in order.

Geo. L. Scott, Auditors.
J. D. THORBURN, Auditors.
Shanghai, 5th June, 1905.

THE PEAK TRAMWAYS.

THE AMALGAMATION SCHEME.

MR. BROWN SEEMS INFORMATION.

Another largely attended meeting of shareholders in the Hongkong High-Level Tramways Co., Ltd., was held this afternoon at the offices of the company, Alexandra Buildings, when the resolutions passed at an extraordinary general meeting of the Company were confirmed as special resolutions. Mr. Henry Humphreys presided, and there were also present the Hon. Mr. C. W. Dickson and Messrs. J. Orange (consulting committee), J. A. Jupp, T. Hough, T. Arnold, E. Bowdler, W. Cruickshank, J. E. Joseph, G. H. Potts, G. M. Balch, H. P. White, P. C. Potts, Ho Fook, D. E. Clark, A. Cameron, D. E. Brown, J. L. Cotter, Lau Chu Pak, J. M. Wong, Capt. Goddard, J. Johnston, P. S. Jameson, Sin Tak Fan, A. Morley, E. A. Nam, H. J. Geddes, C. B. Buyers, J. A. Tarrant and F. S. Forrest.

Mr. Jupp having read the notice convening the meeting, the Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.
Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge," and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company," but which I call and have called from the beginning, an unwarranted and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$250,000 is all that our present tramway line is worth as a going concern, earning as it has in the past net profits of over 40% and capable, as it certainly will be, of earning in the next three years further net profits of \$50,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice also. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75% of the old blood is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all correct, by the promoters, "use the word 'promoters' as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser (when the purchase is put through) of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Morley at the last meeting, but a firm or company styled the "China Commercial Company," who I understand have undertaken to underwrite the new scheme.

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pany for its promoters who in turn are depending on buying off the old company at their own price—a price for many reasons much more advantageous to them than to us. If I am considered wrong in this, and wrong in my estimate of the old company's ability to continue to stand alone, let the shareholders who think otherwise and are advocating this scheme put their shares on the market at 200 per share (the price they want to force the minority to accept) and see how soon they will be snapped up by the public, and how soon the price will return to its legitimate market value of \$3.50 or over per share the moment it becomes known that this scheme to curb its earning power has been knocked on the head (applies). The foregoing, gentlemen, are my reasons for opposing the scheme, and I still contend that resolution No. 1, even if declared carried, does not constitute a "voluntary" dissolution and winding up of the old company until the assent of every shareholder has been obtained; and although we may again be outvoted to-day, I am glad to have received so many assurances from the public as to the justice and reasonableness of my claim, and good wishes for success in my efforts. In conclusion, in case I may be wrong in detail in some of my foregoing remarks, I should like the general managers to put me right by answering the following questions:—

EMBARRASSING QUESTIONS.

The first question is: Who comprises the syndicate promoting the new company?

The Chairman:—There is no syndicate. The new company has yet to be formed.

Mr. Brown:—I know that.

The Chairman:—There is no syndicate.

Mr. Brown:—Who comprises the present syndicate promoting the new company?

The Chairman:—There is no syndicate.

Mr. Brown:—Who are the gentlemen moving in this?

The Chairman:—Who are the gentlemen moving in this?

Mr. Brown:—Who are the gentlemen who comprise the syndicate promoting the new company?

The Chairman:—The new company is not formed.

Mr. Brown:—I know that. That is not an answer to my question. Who are the gentlemen comprising the syndicate promoting the new company?

The Chairman:—If there is no syndicate there can be no gentlemen promoting the new company.

Mr. Brown:—Do you consider that an answer to my question?

The Chairman:—I do.

Mr. Brown:—Nobody is moving in the matter then?

The Chairman:—Yes.

Mr. Brown:—Who is moving in the matter?

The Chairman:—I am moving.

Mr. Brown:—You are moving. Are you, the syndicate moving in the matter?

The Chairman:—And the Consulting Committee will be interested in the new company and the majority of the consulting committee will be on the committee on the new company.

Mr. Brown:—Are they the syndicate or promoters?

The Chairman:—There is no syndicate.

Mr. Brown:—Are they the promoters of this scheme?

The Chairman:—There are no promoters at present.

Mr. Brown:—There must be, or the scheme could not be so far advanced as to bring it before an extraordinary general meeting of this company. I simply asked you who are the gentlemen—I asked you to inform the shareholders who are the gentlemen who comprise the syndicate that is promoting the new company and the purchase of the old company for \$100,000, and the purchase of the Findlay Smith concession.

The Chairman:—The general managers and consulting committee of the present company are, practically, and also the shareholders who are in favour of the resolutions.

Mr. Brown:—They are the syndicate who are promoting the new company?

The Chairman:—There is no syndicate.

Mr. Brown:—Do I understand that?

The Chairman:—There is no syndicate.

Mr. Brown:—Body of gentlemen then. There is somebody you must call yourselves somebody. What are you?

The Chairman:—I consider I have answered your question.

Mr. Brown:—You consider you have.

The Chairman:—Yes.

Mr. Brown:—Alright. If that is your answer. Who carried on the negotiations with Mr. Findlay Smith, or his agent, and who appears as the purchaser of his concession?

The Chairman:—Mr. Kadonrie acting as a broker.

Mr. Brown:—As a broker for whom?

The Chairman:—For the old company and also the new.

Mr. Brown:—For the old company?

The Chairman:—For the old company.

Mr. Brown:—Is the syndicate confined at present to the gentlemen named in the "China Mail" about a month ago as the probable future consulting committee and general managers? Are those the gentlemen who are the promoters of the new company?

The Chairman:—No.

Mr. Brown:—They are not?

The Chairman:—It depends on what you call promoters. There can be no promoters until the company is promoted. It has not been promoted yet.

Mr. Brown:—They can be promoted at the same time.

The Chairman:—I think the question has been answered already.

Mr. Brown:—Are these the gentlemen who are promoting this scheme or who are interested in it—are they the gentlemen named in the "China Mail" about a month ago as the probable future consulting committee or general managers?

The Chairman:—I think the question has already been answered by a previous question.

Mr. Brown:—I don't think it has been answered by a previous question.

The Chairman:—Who are they? Name them.

Mr. Brown:—I can name them if you like.

The Chairman:—Name them.

Mr. Brown:—I forget the exact date that this item appeared in the "China Mail," but that can be ascertained later. The clause dealing with this question states, "The new company will be under the management of Messrs. John D. Humphreys and Sons, with a consulting committee consisting of Sir Paul Chater, C.M.G., Hon. Mr. C. W. Dickson, Messrs. C. Evans and A. J. Raymond." Are these the gentlemen who are the promoters of this scheme?

The Chairman:—Mr. Dickson was not mentioned as being a member of the Consulting Committee which was published, but he has always been so, and he will be a member of the new Consulting Committee to be formed.

Mr. Brown:—Are they or are they not?

The Chairman:—Some of them are, and some of them are not.

Mr. Brown:—Who are not?

The Chairman:—Mr. Raymond is an additional member of the Consulting Committee and so also is Sir Paul Chater.

Mr. Brown:—He is not one of the gentlemen at present interested in the promotion of the new scheme and the formation of the new company?

The Chairman:—Interpreted to the extent of that question.

Mr. Brown:—Interpreted to the extent of that paragraph?

Mr. Brown:—Interpreted to the extent of that paragraph?

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Mr. Brown:—Interpreted to the extent of that paragraph?

The Chairman:—Yes.

Mr. Brown:—Are there any others connected with them? Any other gentlemen outside of the old company?

The Chairman:—No, anyone may take shares in the new company and be interested in it.

Mr. Brown:—I am not talking about probable investors, but about people interested with you in the present promotion of the new scheme.

The Chairman:—All the shareholders who pass these resolutions; that is all.

Mr. Brown:—Are there any more?

The Chairman:—No more.

Mr. Brown:—What connection, if any, has Messrs. Benjamin, Kelly and Potts with the deal, or how much are they, or the China Commercial Company going to receive for underwriting?

The Chairman:—I have already said that Messrs. Benjamin, Kelly and Potts are acting as brokers.

Mr. Brown:—For the corporation of gentlemen forming the new company?

The Chairman:—For the old company.

Mr. Brown:—It is not for the old company; they cannot act until it is dissolved. It is a company of gentlemen, a syndicate of promoters. That is what it is.

The Chairman:—Mr. Kadonrie was employed as a broker to obtain the concession. That he has done, and for that he will be paid \$10,000. There will be no other money paid whatsoever. Mr. Findlay Smith will be paid \$5,000.

Mr. Brown:—Where is that money to come from to pay Mr. Kadonrie for underwriting this scheme?

The Chairman:—There is no question of underwriting.

Mr. Brown:—For floating it.

The Chairman:—There is no question of floating it.

Mr. Brown:—There must be.

The Chairman:—He has bought for us a concession which we have not yet received.

Mr. Brown:—Not as a company. You cannot act as a company until you dissolve, and commence as a new concern. There is a syndicate—a company of promoters.

Mr. Orange:—I have no knowledge of it.

The Chairman:—We have power under the articles of association to float a new company.

Mr. Brown:—You claim you have power?

The Chairman:—We have.

Mr. Brown:—To become a part of a promoting syndicate to dispose of the old company by the new charter and form a new company?

The Chairman:—Exactly.

Mr. Brown:—Exactly. Right.

The Chairman:—There being no other questions I move that the following resolution be confirmed: "That it is desirable that the Company may be dissolved and that it be wound up voluntarily."

Mr. Arnold seconded.

Carried. Capt. Goddard, and Messrs. Cameron and Brown were the only dissenters.

Mr. Murray Bain proposed the confirmation of the resolution, "That the General Managers be and they are hereby appointed Liquidators."

Carried, the three gentlemen named above voting against the proposition.

Mr. White proposed the confirmation of the following resolution, "That the Liquidators be and they are hereby authorized to consent to the registration of a New Company to be named the 'Peak Tramways Company, Limited,' with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company."

Mr. Lau Chu Pak seconded, and Capt. Goddard, and Messrs. Cameron and Brown again voted against it.

The motion was confirmed.

Mr. G. H. Potts seconded the confirmation of the following resolution, "That the Liquidators be empowered to sell to the 'Peak Tramways Company, Limited,' the undertaking of this Company at the price of \$200 per share either in cash or shares of the 'Peak Tramways Company, Limited,' at the option of shareholders of this Company and to enter into all necessary agreements to that effect."

Mr. Tarrant seconded.

The motion was carried with the three dissenters.

The Chairman:—That is all the business, gentlemen. Thank you.

CHINA LIGHT AND POWER COMPANY, LD.

A MARKED IMPROVEMENT.

The fourth ordinary general meeting of shareholders in the above company was held at the offices of the general managers, St. George's Building, at 11 a.m. to-day, when there were present the Hon. Mr. R. Shaw (chairman), the Hon. Sir C. Paul Chater, C.M.G., Dr. J. W. Noble, and Messrs. H. P. White (consulting committee), A. Babington, Fung Wa Chun, A. Cordeiro, W. R. Robertson, L. Maunier and R. Henderson (secretary).

The secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen, the report and accounts having been in your hands for some time, and with your permission, follow the usual course and take them up now. Comparing this year's figures with those for last year you will see that the result is a profit at Kowloon of \$6,043.31 for 12 months as against \$3,765.55 for 7 months, and at Canton of \$47,712.83 for 12 months as against \$5,543.81 for 7 months last year which is a very marked improvement. Kowloon develops slowly, but it does develop and will go on developing, and the figures though small show a steady and encouraging increase every month. For instance, our profit on working over there was \$1,000 in April, May and June, but in July it had risen to \$200, and in February to \$1,000, so you see we have

TROUBLE ON THE "CLAYBURN"

DISCUSSED IN COURT.

This morning, before Mr. F. A. Hazledorn, second officer of the s.s. *Clayburn*, charged with the vessel for assault, Mr. Barton, chief officer, of that vessel, was charged with assault on the third officer, with absconding himself from duty while in the waters of this Colony, and with using threatening and abusive language towards him, whereby a breach of the peace might have been occasioned.

Mr. H. J. Gedge, of Messrs. Johnson, Slokes and Master, appeared for the captain and chief officer.

The case of the master against the second officer was called first, and defendant pleaded not guilty. Captain Barton said the *Clayburn* arrived on the 10th inst. Defendant was shipped in Hongkong in March last and had to remain until January, 1906. On Friday night the second officer went ashore, and returned on Saturday morning about eight o'clock in a drunken state and complained that the third officer was ashore passing a report about that defendant was heavily in debt. Defendant asked for an advance which was promised two days previously, and complainant said he would give him the advance. In the afternoon, defendant then used very foul language, and said he would give hours' notice. Complainant ordered him to his room, but he refused to go, and said he was going ashore. Complainant was obliged to put defendant in his room, and the latter attempted to strike him, but was prevented by the chief engineer. He then left the room and tried to get ashore, and as the agents were coming up the gangway he called out to them that the "drunken skipper was mad," and "had locked him up for nothing," and accused him of deliberately trying to pile up the ship on the rocks.

William Lee, chief engineer, and Davis, chief officer, corroborated. Inspector Langley said he was in charge of the Water Police station on Saturday when defendant was brought in. He was very noisy, used bad language, and abused the complainant, but did not threaten him then.

The case of the second officer versus the captain and chief officer was then taken.

Mr. Gedge pleaded not guilty on behalf of his clients. W. Jenkins, second officer, said he went on board on Saturday morning, and everything seemed alright. The captain turned to him with a laugh and said "Do you see what the third officer has done? He has given 24 hours' notice." Complainant said and you can take mine too." The captain then put him in irons. He was not drunk, and he did not raise his hand to the captain. He did not go to the captain and ask for an advance for his wages. He asked him for the money which was due to him. The captain did not say that neither he or the third officer could leave before the agreement was up. The captain was using very abusive language.

Complainant here made remarks of a personal character to Mr. Gedge, and His Worship warned him that a continuance of such remarks would compel him to commit him to prison.

Asked whether complainant asked leave of the captain to go ashore, he said he had nothing to do with Mr. Gedge who was paid to back these two defendants against him.

His Worship again warned him. Continuing, witness said that when he was put in irons the captain offered to fight him, and he said if he had an axe he would show what he could do to him.

Frank Turner, third officer, said he knew nothing about either this case, or about the piling up of the ship.

Mr. Gedge, addressing His Worship, called attention to complainant's demeanour in the box and the manner in which he answered questions and said if he was in that excited state here it could be easily imagined what his demeanour would have been on board at the time. He asked that the captain and chief officer be discharged and the second officer be punished.

His Worship dismissed the summonses against the captain and chief officer, and said that the men were justified in what they did. The second officer must pay a fine of \$15, or one month's imprisonment, and enter into a bond of \$100 to be of good behaviour for twelve months.

The case against the third officer was then taken, the defendant pleading guilty, and saying he thought he was going to be paid off and so he went ashore to the office. He added that he wanted to be paid off and had arrested the ship for his wages. He said if he was paid off he would withdraw the proceedings, and pay all expenses himself. "Nobody," he said, "can expect me to go back on board after this trouble. To send me back would be—Yes! It would be murder and an infamy!"

His Worship said that the captain was willing to pay the man off he would adjourn the summons sine die to enable the parties to come to an agreement.

SUSPECTED MURDER.

WOMAN'S BODY FOUND IN HARBOUR.

What appears to be a case of murder came to light yesterday, when the body of a Chinese woman, 20 years of age, was found floating in the harbour, off the New Dock near Shaukiwan. The body, which was devoid of all clothing, was removed to the mortuary, and there it was identified by a woman as that of her daughter Shau Kan, a 20-year-old woman. When last seen at the house the previous night, the girl was wearing a pair of gold mounted bangles, hair-pins, earrings, and a silver key-ring, but none of these things were on the body when found floating in the water, although none of them were of sufficient looseness to be washed off by the action of the water. There were, however, no marks of violence on the body.

Further investigations by the police, under Inspector Robertson, led to the discovery of the girl's boat on the beach near Shaukiwan where the body was found, and in the boat were found the earrings the girl had been wearing when last seen. It appears that the mother owned a houseboat, and hired it out, and in the day time went out with her daughter playing for hire in the latter, and on the evening of the 18th inst. the mother was in the boat, and at night the daughter was in the habit of going out alone to look for possible passengers. The presence of the earrings in the boat is a curious feature in the case, and raises the theory of murder and robbery, the earrings probably being detached in a struggle with the girl's assailant. The police are actively engaged investigating the case.

A GRUESOME collision occurred outside the Shanghai Club about noon on the 13th inst. A horse attached to a smart two-wheeled gig ran at good speed into the P. and O. steamer, one of the shafts of which pierced its side and inflicted a nasty wound. There was a great effusion of blood, and the injured animal appeared to be in a bad way, having a very large wound just behind the shoulder, but it was able to walk away.—N. C. D. News.

THE COMING OF SANDOW.

In all probability Hongkong will shortly be having a visit from Sandow, the strong man, who is touring the East in the cause of physical culture. He was due at Penang on the 15th inst., and is booked to open at Singapore on the 16th inst. Mr. Sandow has with him a troupe of 20 pupils who assist him in his demonstrations.

These pupils are amateurs who have joined Mr. Sandow for a tour round the world to assist him in demonstrating his celebrated system of physical culture. In addition all appear nightly in his great Graeco-Roman Arena. Mr. Sandow has just finished a phenomenally successful tour of India, appearing at the various theatres during his tour. It has been found that the theatres in the several parts of India are not spacious enough for holding the audiences that crush and jam around the doors nightly endeavouring to gain admission to see the World's Celebrated Strong Man; and to avoid this for the rest of his Eastern tour he has just had an enormous canvas theatre built.

The performance represents that of an ancient Graeco-Roman arena, the pupils during the performance assisting and playing their parts of ROMAN GLADIATORS, IN OLYMPIC GAMES, and all kinds of athletic sports. This company is probably the largest and most expensive that has ever visited the Orient, and the performance given is one that appeals to every one. A contemporary, in speaking of Mr. Sandow's performances in Calcutta, said at the time that the reception accorded to Mr. Sandow was absolutely unparalleled in the records of Calcutta, and he opined that it must have more than satisfied Sandow himself of the absorbing interest which his visit to India aroused. It may truly be said that no show that has ever come to the East has proved such a big draw or roused an audience to such a pitch of enthusiasm as that of Mr. Sandow in Calcutta. Sandow says that he believes himself to be a far stronger man today than he was some seven years ago. He is now 36. He says that a man's strength will go on increasing with careful treatment until he is 45, which is, as a rule, the limit of human development. Sandow's measurements at the present day are as follows:—

Weight 18 stone 5 lb., height 5 ft. 9 1/2 inches, neck 18 inches, chest 48 inches, chest expanded 62 inches, high 36 inches, knee 14 inches, calf 18 inches, ankle 8 1/2 inches, upper arm 19 1/2 inches, forearm 17 inches, wrist 7 1/2 inches.

THE OVERHAULING OF THE "CLURNUM"

CANDID STATEMENT BY THE CRUISER'S OFFICERS.

Some information has already been given in these columns concerning the recent "holding up" of a British steamer by a Russian auxiliary cruiser while on the passage from Shanghai to Japan, and we are now able to add some interesting particulars from an interview which Captain Anderson of the British steamer *Clurnum*, who, with his vessel, is now in Kobe, kindly had with a representative of this journal. It appears that the *Clurnum* chartered by the Mitsui Bussan Kaisha, left Shanghai on Friday, 2nd June, and on the 3rd, sighted a warship to the northward. Later on it was ascertained to be the auxiliary cruiser *Rion* (formerly the *Smolensk*) flying the Russian flag. The Russian boat signalled the *Clurnum* to stop immediately, which order was at once obeyed. Soon after four o'clock a boat with two Russian officers went on board and demanded to see the ship's papers, which they took away with them, leaving instructions that the ship was not to move. At half-past five, two boats filled with men came alongside. The men scrambled on deck and, without saying a word, commenced opening up the hatches and jettisoning the cargo. On Captain Anderson protesting, he was told by the Russian officer in charge that they "were like pirates and could do as they liked," they would examine the cargo and intended to throw all the cotton aboardboard. He spoke excellent English, so the mistake could possibly have been made in what he said. If Captain Anderson placed any obstacles in his way, the Russian officer continued, his vessel would be sunk as others had been. The Russian proceeded to do exactly what they liked and ordered the derricks to be placed in position so that there might be as little delay as possible in the work of destruction. They threw beams, antimony, and cotton overboard in large quantities; the exact number of packages could not be ascertained as an attempt to keep a tally made by the Britishers proved unavailing and the Russian tally is suspected of being considerably below the mark. From six o'clock till midnight the *Clurnum* was ordered to move, and the Russian, which was then steering a S.S.E. course, at midnight threw came an order from the *Rion* that all her hands were to return on board, and subsequently Captain Anderson was informed that as less than half his cargo was considered contraband, his vessel would be allowed to proceed. At this time the decks were littered with cargo brought from the hold and the Captain requested the Russian officer to allow his men to replace it, but this was refused under the plea that they were in a hurry. Possibly, the Captain thinks, one reason for this hurry was the news which he had been able to give them concerning the Japanese victory in the Sea of Japan. He gave them Shanghai papers dated 28th May to 2nd June in confirmation of his statements, but although the Russian apparently thought there was something in the news, they affected not to believe it. The *Clurnum* was formally released at 1.45 a.m. on the 4th (Sunday) and proceeded on her voyage to Moji, encountering foggy weather all the way. On arrival at the last-mentioned port the Captain submitted a statement as to all the facts to the British Consul.—Kobe Herald.

FRUIT CANNING IN CHINA.

There is to be an opening for modern canning factory machinery and appliances in China before long, says the United States Consul at Hangchow. It may almost be said that there is an opening at the present time. The new industrial school, being established at Hangchow, by the courtesy of this province includes in its curriculum training in the canning of fruits and vegetables on a large scale.

There are reasons why factories of the sort are likely to succeed. While there are not many fruits in China that can be canned to advantage, there are one or two varieties which can be put up for some classes of trade far less money here than in other countries. The fruit is cheap, and labour can be had at rates impossible anywhere else than in Asia.

In South China and the Straits Settlements there are several canning factories which have proved a great success. They have a hardy of pineapples on the market in this part of the world which is fair in quality, cheap in price, and yet put out at a very good profit. In this part of China it is probable that some vegetables could be handled by canning with good returns.

ALLEGED EMBROIDERMENT.

BY MAGISTRACY SHROFF.

The case in which Chan Shan, shroff at the Magistracy, was charged with the embezzlement of the sums of \$300 and \$515 paid to him on the 17th March and 10th May last, respectively, and with falsifying a certain book, the property of Government, was again called on before Mr. F. A. Hazledorn this afternoon.

On the case being called, Mr. J. Hanson, Chief Inspector of Detectives, applied on behalf of the Crown Solicitor for one week's remand. This was granted, bail being allowed as before.

THE OPIUM TRAFFIC.

ADVICE TO THE AUSTRALIAN COMMONWEALTH.

BY THE CHINESE CITIZENS.

"A CURSE TO WHITE AND YELLOWS."

STOP IN THE IMPORTATION.

A large and representative meeting of the leading Chinese merchants and citizens of the State was recently held at Sydney at the rooms of the Chinese Empire Reform League for the purpose of taking the necessary steps to urge upon the Commonwealth Government the desirability of prohibiting the importation of opium into the Commonwealth, and seeking legislation rendering it unlawful for anyone to smoke opium or permit or abet such smoking. Mr. Yee Hing (Messrs. On Chong and Co., who control one-third of the opium trade in this State) occupied the chair, and there were many others present who were more or less interested in the opium traffic.

The Rev. Young Wai, present an assurance from those merchants required who were engaged in the opium trade that they were agreeable to abide by the request to prohibit the traffic of opium, as he recognised that to some firms this meant an enormous sacrifice. All present gave the required assurance.

Mr. Yee Hing gave a detailed statement of the movement, which was initiated in Melbourne. It was proposed to ask the Chinese in Melbourne to distribute petitions for signature throughout the Commonwealth, and as soon as the Federal Parliament met to wait upon the Government and request that the necessary legislation be enacted without delay. Of every 200 cases of opium imported to New South Wales his firm took 80, but notwithstanding this they were of opinion that if the traffic was stopped it would be better for the Chinese generally, to say nothing of the good that would accrue to the European population. They all recognised what the prohibition of the vile stuff meant to the Chinese community, as for a considerable time after being deprived of opium the smoker and eater would be a burden upon them, and it was proposed to inaugurate a fund to provide medicine and comforts for these derelicts—both Chinese and Europeans. He had secured statistics showing the enormous amount of opium that was imported, to say nothing of what was smuggled into New South Wales each year, the figures being as follows:—1898, 15,478 lb.; 1899, 18,819 lb.; 1900, 16,602 lb.; 1901, 25,717 lb.; 1902, 27,486 lb.; and 1903, 18,303 lb. This was smoking opium. There were only about 9,993 Chinese in New South Wales in 1901, and as they were steadily diminishing in number, it would readily be seen the great evil the traffic was working. The Chinese were blamed for this state of affairs by the Europeans, which was unjust, as history showed that in the first place England had forced the opium on China by treaty. The Chinese did not take the opium of their own free will, but were made the medium of distribution, and they had to bear the brunt of the evil results following. He moved a resolution to the effect, "That this meeting of Chinese merchants urge upon the Commonwealth Government the necessity of legislating to prohibit the further importation of opium to the Commonwealth, and also that it is desirable that it be made punishable to smoke opium or abet in such smoking."

Mr. John Hoe seconded the motion, which was carried unanimously.

Mr. S. Wong moved—"that a deputation of Chinese merchants and citizens wait upon the Evangelical Council and General Booth, asking their co-operation in the matter." He said that he did not think the clergy were fully conversant with the evil that was being wrought by opium, for, if they were, they would be found lifting up their voices just as strong as they did against the gambling and drink evils. If opium had never been introduced into China, the Chairman would not have had a yellow face. Australia as far as he was concerned—for color was everything.

The Rev. Young Wai, in seconding the motion, said his position as a clergyman brought him face to face with some deplorable incidents traceable to the drug. He has often been asked the question why the Chinese did not do something to eradicate the evil, and he had pointed out that they were powerless in the matter, inasmuch as Chinese were not allowed a voice in the government of the Commonwealth. He hoped the crusade against the traffic would be successful, and if it was he was sure they would earn the everlasting gratitude of their European friends.

Mr. T. J. Law, in supporting the motion, quoted figures to show that the traffic from India to Great Britain was just as bad as in any other part of the world. From 1838 to 1900 the estimated value of 284,000 tons was imported, or an average of half a ton for every hour. He was pleased to see that the British people were waking up to the fact that the traffic was doing irreparable injury to humanity, for on December 9 last they held an overflowing meeting in Exeter-hall, London, "calling together Christians, under a deep sense of duty, to unite in a determined effort to bring our national connection with the opium traffic to an end." The European people of Australia should likewise be up and doing, and he trusted the Chinese would receive every encouragement and assistance from their European friends, as both had a common cause to fight for. Japan had very strict laws dealing with opium, and would not allow it in under any consideration, and there was no reason why Australia could not take up the same stand. It was rightly considered a great sin to make a profit by trading in the virtue of young girls, but it was a greater sin for a Government to make a profit out of the manhood of their citizens. He urged his countrymen to agitate for the prohibition of the traffic all they knew, and he felt sure that the Chinese would be blessed for their efforts to bring about a nobler and purer state of social conditions than at present existed.

Messrs. H. Fing Chong, Choy Hing, and others also spoke, and the motion, on being put, was carried unanimously.

Arrangements are being made to hold an anti-opium demonstration in one of the large halls of the city shortly, when the leading politicians, clergymen, and citizens will be asked to take part.—Sydney Daily Telegraph.

RAUB-GOLD-MINING CO.

BUKIT KOMAN SHAFT.

THE NEW LODGE.

In his annual report for the year ended 28th February, 1904, Mr. W. W. Warrford, Luck, the then general manager of the Raub Australian Gold Mining Co., Ltd., stated that probably at about 400 ft. in the New Main Shaft, where the first permanent pump will be installed, a cross-cut will be driven to the new lode, which, at that depth, then, should be about 1,500 ft. distant. The General Manager at Raub reported on the 16th inst. that in the crosscut from the Bukit Koman Shaft at 400 ft. level, a well defined gold-bearing lode has been cut. Width of lode is stated to be from 4 to 4 1/2 ft., and assay value 6 dwts. per ton. In view of the importance of this discovery which is in what is as yet the deepest workings at Raub, the remarks of Mr. Luck in the report above referred to, in relation to the promising Bukit Koman Mine, will be read with interest at the present important stage of the mine's development.

BUKIT KOMAN.

New Main Shaft.—During the latter portion of 1902, we were engaged on various prospecting drives and crosscuts on the east side of Koman hill, in search of a more easterly line of lode of which superficial indications existed. This work resulted in the discovery of a strong body of low-grade quartz on which we drove north for 174 feet and south for 154 feet without any break, the width varying from 2 ft. to 4 ft., and the assay value from 1 dw. to 4 dwts. This was a very cheap drive, and it proved to demonstrate the existence of a new lode as had been suspected. Stopping from this was never in our minds, the level being too shallow. The knowledge that we had over 300 ft. of continuous, strong gold-bearing reef was sufficient for the moment.

The main crosscut, which has been called the East Adit, was driven in all 353 ft. westward into Koman Hill, and intercepted some further small veins of no immediate importance.

GOVERNMENT SUBSIDY.

Early in 1903, when developments in Koman Shaft at the 350 level were upsetting the theory of "no gold below 200 ft.", there was a revival of the proposal that the Government should join hands with this company in sinking a deep shaft, which would determine whether or no the gold-bearing lodes of Pahang were to be counted on in depth, and inasmuch as Koman Shaft could not be availed of for such a test, being ill-adapted as to situation, capacity and equipment, a new site had to be chosen. Everything pointed to the east side of Koman Hill—plenty of space for headgear, good ground for sinking in, dumping room for waste rock, facility for automatic delivery of ore to battery, proximity to a new lode on the one side and easy access to the old one on the other side by crosscuts which would disclose further lodes if existent.

Long before there was any assurance that negotiations with the Government would result favourably, we had decided that the demands of the mine would in any event compel the sinking of a new main shaft sooner or later, though the depths to which it would be immediately taken might be much less than the 1,500 ft. proposed for the Government-aided shaft.

Aiming at the greatest economy combined with an efficiency which would meet every case, we utilised to the full the facilities afforded by the East Adit and the north drive on the new lode, and connected these with a small airshaft of the site to be occupied by the future main shaft. Once the connection was made we were able to tip down the air-shaft (6 ft. x 4 ft.) until it measured 18 ft. x 5 ft., sending the dirt down and out through the adit, instead of raising it by bucket. This, for the depth of 80 ft.—the level of the adit below the collar of the shaft—meant a very large saving.

Below that depth, all rock (and water) had to be raised to grass; but while the stripping was in progress, we were preparing a light headgear and steam winding machinery, and so the work went on almost without intermission. By November last, however, the inflow of water became greater than could be conveniently or economically dealt with even by the largest bucket (about 65 gals.), and we were compelled to stop sinking until the arrival of an electrically driven sinking pump from England.

When this shaft had arrived—it is due about the end of March—sinking will be resumed at much increased speed and increased cost.

At the moment, the shaft is 227 ft. deep, completely timbered, divided and lined, with skip-guides, platforms and ladders fixed, and the electric light installed. Timbers for the permanent headgear and bins are all cut and mostly delivered, and automatic tipping skips and Cornish pump are on order. All hoisting, pumping, and ventilation will be done by electric power, but the motors and gear have not been ordered till we see whether any improvement can be made upon the plant arriving from Koman. The shaft makes provision for a double hauling road, in addition to a compartment reserved for sinking only, while the pump and ladder way is very spacious; it is dimensions, capabilities and equipment, it will compare favourably with the best shaft on the Rand, while costing probably less than one-fifth. The total expenditure on it to date, including salaries, wages, stores, steam-driven machinery, road and rail appliances, and much timber not yet used, is \$38,605.42.

The contract between the Government and the Company concerning the shaft, which marks such an important date in the history of Raub, was signed on the 28th of January. Its main provisions are that (a) towards a shaft 1,500 ft. deep the Government will contribute by monthly instalments one half of the costs up to \$150,000 for its share; (b) all gold won in the prospecting work alone, after paying the Company for milling and a royalty of 10% to be held for joint account; (c) so long as sinking is not unduly hindered thereby, the Company may use the shaft for any purpose of its own at all times; (d) control rests exclusively with the Company; and (e) whenever the sinking is stopped, the Company may take the jointly-purchased machinery for half its valuation at that date. The whole spirit of the contract is most fair and business-like.

THE MACKAY TREATY.

To the Editor of the

"North-China Daily News"

Sir.—The letter to Lord Lansdowne has at last been put into its final shape and several days have been spent endeavouring to get the signatures of those who signed the original cablegram, but Shanghai is a big place and men are often not in their offices when wanted. I shall be much obliged, therefore, if you will be so good as to inform the signatories through the columns of your valuable journal that the letter will be at the Shanghai Club at noon tomorrow (Tuesday), and I trust those who signed the cablegram will make an effort to be there to sign this letter, between noon and 12.30 so that we may get it off to the Foreign Office at the earliest possible moment.

I am, etc.,

EDWARD S. LITTLE.

23rd June.

CALLOUS ROGUES.

DUPE A WOMAN.

This morning Li Cheung and Wong Sam were placed before Mr. Hazledorn, charged with obtaining a pair of gold-mounted rattan bangles, valued at \$30, from one Hing Lim a married woman, on the 18th inst., by means of false pretences.

The case for the complainant was that, on the 18th inst., the defendants went to her house and asked her to change some \$200 notes into smaller notes. The woman went to get the change for them, and took the roll, which was wrapped up in a handkerchief. As she was handing it to the moneychanger's the defendants said she must leave some security for her safe return with the money, and she gave them the bangles. On the way to the moneychanger's she opened the handkerchief, and found it only contained a roll of worthless blank paper. She immediately returned to the house only to find the men had disappeared. Yesterday she was standing in Queen's Road talking, as it happened, to a detective, when the defendants came sauntering along, but, on seeing her, turned tail and bolted. The detective and complainant bolted too, and 4000 had the culprits in safe keeping.

The first defendant now denied all knowledge of the matter, but was positively identified by the woman, while the second defendant calmly admitted the charge, and said he took the bangles to Macao, where he melted down the gold-mounting and sold it for \$17.55.

They were each sentenced to three months' hard labour and six hours in the stocks.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 19th June.

HIGH WATER.

The tides have been very high lately and with the heavy rains have caused serious floods throughout the flat country about Canton. The launches have a difficult time keeping to the channel of the river, and several of them have gone on to the banks and had to be pulled off. Launches running at night have been very much delayed.

THE CHINESE EXCLUSION LAWS.

The Chinese continue to take very seriously the exclusion of their countrymen from the United States. The matter is being discussed as probably no other matter was ever discussed. Everybody seems to be interested. Ten years ago few knew anything about the laws excluding Chinese and as few cared anything about them. Now all classes are in some measure acquainted with what is going on. It seems very probable that some steps will be taken to boycott American goods. Already men have been appointed to make a careful list of all brands of goods imported from America and to make such explanations regarding these goods as will enable all classes to recognize them. Then, too, literature is to be distributed to teach the people just what is going on. It is safe to say that a very one-sided story of the trouble will be given to the Chinese. And it will be a story which will not tend to increase the friendly feeling between the foreigner and the native.

If this boycott is declared it will be the most serious event that has occurred in China for a long time. The chances are nine to ten in favour of the boycott at the present time. That the Chinese can do this and are ready to do it cannot be questioned. That they are ready to suffer loss of money and inconvenience is also very certain. Those who have this difficult problem in hand should take warning and not push the Chinese too far. In this case the Chinese have a very large share of right on their side.

OFFICIAL LIFE.

The life of an official in China is not always pleasant. Removal from office comes so sudden and so frequently that the official never knows where he is at. Two months ago a Mr. Li was magistrate for Shun Tak. Now he is confined in the yamens of Pun Yu. He was removed from office just before he had time to collect money to square accounts. Now he is practically a beggar. He is given no chance to make things right. Another official, Wong Sung, who is well known about Canton, has been ordered to Peking because of serious charges preferred against him. He has been employed in catching robbers for more than a year and now the people say that the big robber has been caught. This Wong Sung was a very rich official a few years ago. Since the advent of this Viceroy Wong has been plucked of a good many of his bright feathers and it would seem that his end is near. No more feathers to pluck!

DUCKS FOR MANILA.

APPROPRIATION GRANTED.

Within less than a year, probably within nine months, passengers arriving in Manila on government transports will be able to walk from the ship to shore, while it will be possible to load and unload cargo in but a fraction of the time now required.

Major General Corbin the other morning received a dispatch from the secretary of war advising him that he had been granted an appropriation of \$100,000 for the building of transport docks at this port, and bids will be invited at once for their construction. Plans have already been prepared by Major Townsend and work will be commenced immediately upon the award of the contract which will probably be made within the next two weeks.

The advertisements for the bids will run for ten days, at the expiration of which time the bids will be opened and the award made.

The work will be done under the direction of Major Townsend, the engineer officer now in charge of the improvement of the port of Manila.

"Two docks will be built," said Major Townsend, "one for the traps-Pacific transports and a smaller one for the inter-island shipping. The former will extend outward for 300 feet and will be 60 feet in width, giving plenty of room for the largest transport to berth alongside. In the inner basin will be built a smaller dock, 300 feet long and 55 feet wide for the inter-island transports. A railway will run from the docks to the present warehouses so it will be possible to load freight from the ship into cars which may be unloaded in the warehouses. The plans also include the building of a large warehouse in the angle between the two docks."

"The work should be concluded within six months from the time of the arrival of the necessary supplies, which will take about three months from the time the contract is awarded."

The building of these transport docks will do away with the necessity for the maintenance of a large number of houses and garages, which are an item of large expense to the army here. According to Colonel Clem, the chief quartermaster of the division, the initial cost of the docks will be more than offset by the saving effected in the handling of freight during a single year.—Manila Times.

IN THE WAKE OF THE BATTLE.

TIENTSIN-BOUND SHIP COMES ON THE SCENE.

Captain C. Jones, master of s.s. *Shelika*, has arrived in Tientsin after a most interesting and occasionally exhilarating experience, says the *China Times*.

The *Shelika* was bound from Mororan and Otaru, ports of Japan, for Taku, with a cargo of railway sleepers, to which William Forbes and Company are said to be interested. She left Otaru on the 24th May, not knowing that "the acts of God and the King's enemies" etc., as the charter party has it, were to be encountered in full force within a few days. On Sunday the 27th May, as the good ship was plugging her way to Taku, a quantity of wreckage was espied. This increased in amount, northward of Tushima Strait, and from the negligent manner in which great fragments of the Baltic fleet were floating about it became evident to the ship's officers that they were on the scene of a great and disastrous naval battle.

Presently some living survivors were found—two unhappy Russian sailors, sitting on a small piece of wreckage. They had almost given up hope of life. The Japanese warships had picked up every survivor they could find; but these men had apparently got out of the way. They were in the last stage of starvation. One of them was so terribly weak that, when brought on deck, he had to be supported.

So far as could be gathered from these poor men, they were the survivors of some six sailors who had found refuge on a piece of wreckage. The other four had dropped off exhausted, or been washed away. They appeared to have belonged to the *Navarin*.

The *Shelika*, having humanely looked around in vain for any further survivors, proceeded on her voyage, and was soon afterwards halted by a Japanese warship. The *Shelika* halted, and was requested to proceed in company of the warship to the naval port of Sasebo. This order was, of course, complied with, and the *Shelika* duly arrived in Sasebo the next morning, the 29th, after having heavy firing to the southward.

At Sasebo, Captain Jones was blindfolded as a precaution, but was well treated, and was allowed to leave again with ship, crew, and cargo intact, on Wednesday, the 31st.

While at Sasebo the officers of the *Shelika* saw three Russian battleships broached into port, and the whole Japanese squadron in magnificent array, powder stained but sound and intact, came steaming in. At this sight, which might have been expected to arouse a furor of patriotic enthusiasm, there was no demonstration whatever. It was taken as a matter of business.

Capt. Jones suffered no inconvenience beyond the slight delay, which he bore with equanimity, particularly as he learnt that Tushima Strait was strewn with mines. He was, therefore, safer at Sasebo than in the battle area.

It may be added, in testimony to the humanity of the Japanese authorities, that the mines which they laid were so constructed as to float for twelve hours only, at the end of which limit they sank automatically.

DOWNBE VERSUS THE BANGKOK DOCK.

Judgment has been given in the action brought by Mr. W. Downie against the Bangkok Dock Co., Ltd. The suit was for the recovery of 50 shares in the Dock Co., or their value, plus dividends and interest, in all \$11,000 odd.

This the Dock Co. resisted on the ground that there was no such understanding, as to distribution of shares, as that upon which Mr. Downie based his action. They pleaded lapse of time under art. 38 of the Co.'s regulations, prohibiting any right of action; and that on the merits of the case the plaintiff had no right or title to the shares claimed.

The judgment stated, in brief, that Mr. Downie had a right to his share of dividend (90 p. c.) for the years 1888-98, and the 30 p. c. for 1899 together with dividends. This amounts to \$3,000 or 30 shares. The judgment of the Court is—declare the plaintiff entitled to the market value of 30 shares, at the time when the plaintiff submitted this action, in the defendant company together with dividends on the said shares from the date on which they ought to have been transferred to the plaintiff, to the date when the action was commenced with interest at the rate of 7 p. c. and costs.

ADMIRAL ROBJESTVENSKY'S COUNCIL OF WAR.

The *Asahi* publishes an interesting account of the council of war held on board the flagship of Admiral Robjestyensky before he left the coast of Annam. The account is nagasaki by a Russian officer now a prisoner at Nagasaki.

The officer, according to his interviewer, stated that the third Baltic Squadron (Nebogoff) left Jibull on April 1st last, when the signal was displayed on the flagstaff, "Be prudent and join the Second Squadron without fail." Navigation of the Indian Ocean proved more difficult than was anticipated, and some of the men

CRIMINAL SESSIONS.

DEMANDING MONEY WITH MENACES.

29th inst.
The Criminal Sessions opened this morning, before the Chief Justice, Mr. F. T. Pigott, with the case in which Lai Po and Ng Ngau were charged with demanding money by menaces, on the 8th March, at Shaohkwan, Tai O district, Lantau Island.

The Attorney-General (the Hon. Sir H. S. Berkeley), instructed by Mr. Morrell, of the Crown Solicitor's office, prosecuted, and the prisoners were undefended.

The following jury was empanelled: Messrs. John Johnston (foreman), William Anderson, Ezekiel Isaac Ellis, Paul Karl Knyvet, Friedrich Nicolson, Joseph Hooper, and Bruno Engel.

The facts of the case were, briefly, that on the day in question the two prisoners, with a third man who has not been found, went to the house of one Wong Kiu and demanded of him the sum of \$10 in return for which to get over to Hongkong, threatening Wong that if he did not comply they would inform the brethren of the Triad Society, some of whom would come with them and thrash Wong. Finally after much talk, Wong handed over all his money, viz., \$4.91; the men made off. Wong subsequently reported the matter to the police, and the jury after consulting together for ten minutes returned a verdict of guilty, by a majority of four to three.

His Lordship could not accept this, and asked them to retire and reconsider their decision.

After half an hour's retirement they returned into Court, and returned the same verdict, this time by a majority of six to one.

The Attorney-General then asked His Lordship to defer sentence as there was another charge against the second prisoner to be tried in the next case in the list, and the first prisoner would be requested in evidence.

Sentence was deferred accordingly.

GANG ROBBERY.

When the jury in the last case retired to reconsider their verdict the Attorney-General asked His Lordship to take up case No. 3 on the list. Yeung Yu, Tsang Tak, Lam Yeung and Leung Suk were accordingly placed in the dock to answer to the charge of gang robbery.

The following jury were empanelled: Messrs. Alexander Mori (foreman), W. Faulkner, Stanford, Norman H. Rutherford, Louis Maria Alvarez, Emil Adolf Schneider, W. W. C. Drew, Alberto Edonardo de Salcedo Alves.

In this case the men went to the house of a Mrs. Barros, a Portuguese lady, living at No. 20, Water Street, West Point, and pretended they had been sent by the Government to make a skylight in the kitchen. They were allowed to come, and began to move the furniture, as if to get at the ceiling, when suddenly two of them seized the arms of Mrs. Barros and forcibly removed a gold-mounted bangle and some finger rings, a third seizing Mrs. Barros's little adopted daughter and removing her bangles also. The small son of the lady, seeing the trouble, slipped out and called the police. The little girl identified the men.

The evidence was conclusive and the jury returned a verdict of "Guilty." His Lordship sentencing each of the prisoners to one year's hard labour.

The Court then adjourned until to-morrow morning.

GANG ROBBERY.

20th inst.
Ho Man and Ng Ngau were placed in the dock to undergo their trial before the Chief Justice (Mr. F. T. Pigott) on the charge of committing a gang robbery at Shaohkwan, on the 12th of March last in the house of Wong Kiu, a cattle dealer.

The Attorney-General (Sir H. S. Berkeley), instructed by Mr. G. Morrell of the Crown Solicitor's office, prosecuted, and the prisoners were undefended.

The following jury was empanelled: Messrs. Koehler (foreman), W. Eric Craig, Guy Bled John Arnold, Isaac S. Perry, S. A. Seth, and Frederick Roberts. The Attorney-General said the facts of the case were, in brief, that Wong Kiu was asleep in his house on the night of the 12th of March last, when suddenly the door was broken, and complainant saw two men come in, and others standing outside. Wong Kiu jumped up and seized a spear to defend himself, when one of the prisoners stabbed him in the thigh. The robbers then searched the house and stole \$30 in money, a pair of shoes, and a pair of trousers and then made off. The only difficulty in this case was the lack of direct testimony against prisoners, the complainant being unable to identify them, but he could say that the second prisoner went to the house in the same clothes with others and with menaces obtained money from him. The prisoner then said he was dissatisfied with the amount of money he then obtained and said he would return with others. The men made off over his mask.

Wong Kiu corroborated this statement, and added that the men pressed him down by the door outside the house, and one of the robbers stood guard over him. The others went in and searched the house. He saw five men altogether. Before the robbers went he had \$80; and that was taken away from him that night. The money was placed in the box upstairs. After the robbers left he found the box broken and the money gone. They also took a pair of shoes and a pair of trousers. On the 13th March he was sent to the Government Civil Hospital and detained there for treatment till the 9th April. He knew the second prisoner. He saw him at his house when he came with menaces, four days before, with three men, and demanded money. To the Court the men were all the height of the man in the white jacket (first prisoner).

Sergeant Mackenzie, in charge of the Tai O station, testified that from information he received he went to the house of the prosecutor and found the man lying on his bed, bleeding from three wounds in the thigh, and had him sent to hospital. He found the spear 200 or 300 yards away from the house.

Dr. E. A. Laing testified to the man being received into the hospital for treatment, suffering from three wounds in the thigh. The spear produced would be a likely weapon to cause these wounds. The marks on Wong Kiu's thigh were the result of those wounds.

Evidence of the arrest was then given; Chinese constable No. 66 stating that when he arrested the prisoner Ng Ngau, the latter said "the old man Wong Kiu stabbed me first," and showed a patch in his clothes where he had headed the rent made at the time.

His Lordship said that statement was inadmissible, unless the constable warned the prisoner before allowing him to say anything.

The constable said the trouble arose out of an alleged theft by Wong Kiu from the second prisoner, and the latter wanted to go to Wong's to get some money to make up for the theft, and asked the first prisoner to go with him. He did not want to go at first, but afterwards he went, and when he got to the house he saw Wong Kiu chasing two other men out of the house with the spear. The old man then stabbed him, the first prisoner, and another man snatched away the spear and stabbed

Wong with it. The man who did the stabbing was one Cheung Kai. The first prisoner then went away with the second, and when they got to Tai O the first prisoner thrashed the second for assaulting the old man. The second prisoner then said that he would give evidence against the first prisoner and say that he stabbed Wong Kiu, and then they fought again.

The second prisoner said the police arrested and beat him. He did not acknowledge anything to the police. He only called out "save life." Wong Kiu stole goods valued at \$5 or \$7 from him, and afterwards gave him \$2.90 to make up, but that was not enough, and so he went with the first prisoner to get \$2 or \$3 more from him, and Wong seized the spear and there was some stabbing, and he fought with the first prisoner because of it. He was not a robber, but if you Lordship says I am to be hanged, I shall be hanged, or if I am to go to gaol, then I shall go to gaol—I cannot help it. That is all I have to say.

His Lordship then briefly summed up.

The jury, after a very brief deliberation, returned an unanimous verdict of "guilty" against both prisoners.

The Attorney-General then mentioned to His Lordship that the second prisoner had been found guilty of a similar charge yesterday, sentence being deferred.

The second prisoner was then sentenced to three years' hard labour, the other being sentenced to two years' hard labour.

GANG ROBBERY.

Deferred judgment in the case against Lai Po and Ng Ngau was then determined, the prisoners being sentenced to six months' hard labour each.

EMBEZZLEMENT.

Tang Fuk, ex-corporal's clerk and third clerk at the Magistracy, was then placed on trial charged with the embezzlement of the sum of \$50 on the 4th of April last.

Sir Henry Berkeley, Attorney-General, instructed by Mr. Morrell, of the Crown Solicitor's office, prosecuted.

Mr. G. N. Ferrers, instructed by Mr. H. W. Looker, of Messrs. Deacon Looker and Deacon, defended.

Prisoner pleaded not guilty, and the following jury was empanelled: Messrs. Nicolai (foreman), A. Mori, Schröder, P. K. Knyvet, W. F. Basford, A. Alves, and Hooper.

The facts of this case have been fully recorded in these columns, and are very briefly as follows: Tang Fuk, a clerk at the Magistracy, received \$50 as a fine which had been inflicted on a prisoner, and instead of paying it over to the properly accredited person to receive the same he alleged to have put it in his own pocket and used it himself. On the 4th of April a defendant was fined \$50 by one of the Magistrates, and a friend went to get the money, returning at 5.30 p.m. with the money, and as the sheriff had then gone the prisoner received the money, giving the usual receipt for the same, and making the usual endorsements, but nothing was known of this money until the 16th of May when the auditor discovered that it was missing.

Mr. T. A. Hamner, chief clerk at the Magistracy, was called and produced the counterfoil receipt books, and the depositions in the case in connection with which the \$50 fine was paid, all of which was the prisoner's signature.

Prisoner was found not guilty, and was discharged.

A CHINESE DEBTOR.

20th inst.

In the Hongkong Summary Jurisdiction Court to-day, before his Honour Mr. Justice Wilsen, an action at the instance of Tan Shing Tung, alias Tse Tung, against Chan Shing Yu was called.

Mr. R. A. Harding appeared for the plaintiff; the defendant was not present nor was he represented.

The plaintiff claimed \$1,000, being part of a loan of \$1,548 which had been made to the defendant on 8th March, 1905. When asked to re-pay the loan the defendant had promised to do so, but had failed to keep that promise with the result that this action was taken. The plaintiff waived \$548 of the total amount due bringing the claim down to \$1,000.

It was stated that there were other actions for debt against the defendant.

A FIREMAN'S CLAIM

BEFORE THE COURT.

23rd inst.

For some days past the Chief Justice has been engaged at the Supreme Court in hearing evidence in a case in which the main issue is whether either the plaintiff or the defendant, and if so, which, is entitled to a specific sum of \$2,600. The parties in the action are Lam Tung, who was at one time head freeman on board of the steamer *Kin Shan*, and the Nam Loong firm of merchants with premises at Saigon. It seems that last year an extradition case was heard in the Police Court in which an order was made for the return of a Chinaman, named Chow Kwong to Saigon to answer a charge of burglary at the defendant's shop there. The police found \$2,600 in the man's possession and retained the money, and Lam Tung now claims that he is entitled to it, and in support of his contention argues that he had the money on him but owing to his having to be on the deck of his steamer during a typhoon and not wishing to lose it he handed it to Chow Kwong for safe keeping. Subsequently this man was arrested on a charge of burglary and the money being found on him was retained by the police. The defendant claims that the money was his and that he is entitled to it, and in support of his contention argues that he had the money on him but owing to his having to be on the deck of his steamer during a typhoon and not wishing to lose it he handed it to Chow Kwong for safe keeping. Subsequently this man was arrested on a charge of burglary and the money being found on him was retained by the police.

The evidence concluded, Mr. H. N. Ferrers urged that a commission be appointed to proceed to Saigon to take the evidence of a number of persons to prove the position and standing of the plaintiff's business.

His Lordship said he could not see his way to accede to this.

Mr. Ferrers then addressed the Court at great length to show that Chow Kwong's ignorance of Saigon went to prove that he never could have lived there for fourteen years, as was stated. He knew nothing about the principal features of the city and entirely ignorant of its topography.

The argument continues.

A SUPPER PARTY

PURSUED BY POLICE.

23rd inst.

The proprietress of a boarding establishment in Pottinger Street, was charged before Mr. F. A. Hazledine this morning, with creating a disturbance at her residence.

Mr. J. D. Stephens appeared for the defence.

Police Sergeant Evans said that on the 19th inst. at about ten minutes past twelve in the morning he was returning from duty and heard a disturbance at the defendant's house. He knocked at the door and cautioned the inmates, but this appeared to have no effect. To Mr. Stephens' The inmates were shouting in such a manner that he could hear the voice in Hollywood Road. He did not tell her to "shut up her box," nor did he treat her in an off-hand manner.

J. Hanson, Chief Inspector of Detectives, said he was awakened by the noise, and thought it came from a house lower down the street.

Sergeant Garrod said that at the time in question he was on his verandah, immediately opposite defendant's house. There were a number of ladies and gentlemen on the ground floor singing, laughing and making a great noise. At five minutes to twelve, they were trying to sing the *Marcellite*, and he heard defendant's voice. He then called a *lukong* and told him to go and order the inmates to stop the disturbance, and a woman inside called the *lukong*, who knocked at the door, every "awar-word" she could think of. The disturbance had lasted from dinner time until a quarter past twelve.

Mr. Stephens submitted that the defendant had a few friends spending the evening, and some French officers, who had just arrived, joined them, and they were having supper when a *lukong* came and opened a window and told them to keep quiet, and later some European constables came and arrested a French artillery officer, who was released on \$10 bail. Defendant went next morning and explained the matter to Mr. Dadeley, Captain Superintendent of Police.

On behalf of the defendant, a witness, who had boarded in defendant's house, for three months, testified that on the night in question there were six people at table, but there was no disturbance.

His Worship fined the defendant \$5 and ordered her to enter into a personal bond for \$100 to be of good behaviour for the next twelve months.

RELEASED FROM GAOL.

INTERESTING APPLICATION.

IMPORTANT OBSERVATIONS.

The Chief Justice was occupied for a few minutes this morning in hearing an application for the release from prison of Lai Wing alias Lai Wing Cho, one of the partners in the Ching Hop firm of traders which recently went into bankruptcy. Their numerous creditors included Messrs. Siemssen & Co., Melchers & Co., Meyerink & Co., W. G. Humphreys & Co., Sander, Vieler & Co., Bradley & Co., and Grossmann & Co.

Mr. P. W. Goldring (of Messrs. Brutton, Hett & Goldring) appeared in support of the application, which was opposed, on behalf of some of the creditors, by Mr. F. B. L. Bowley (the Crown Solicitor), from the office of Messrs. Denny & Bowley.

In making his application, Mr. Goldring tendered affidavits showing that on the 9th June an interim receiving order was made in the matter. On the afternoon of the 8th inst., the accountant and debtor of the firm were seen by some of the creditors, and in fact, were seen every day from the 8th until the 12th June. Other affidavits filed showed that on the 8th Lai Yuen was informed that bankruptcy proceedings had been instituted against him, but he made no attempt to avoid service of the petition. On the evening of the 12th he was arrested, having three days previously proposed a composition of thirty per cent which was refused by the creditors, four of whom subsequently stated that in their belief Lai Yuen would abscond as his partner Lai Pak had done.

After the reading of one of the affidavits the Chief Justice remarked that the underlying impression seemed to be that those making the declaration carefully refrained from acknowledging the responsibility for their comrade's application. He could not have AFFIDAVITS BY COMRADORES,

as there was nothing on them to show that the comradors had the authority of the firm they represented. It was a most serious matter to arrest a person on a warrant issued merely on the statement of a comrade.

Mr. Bowley, in opposing the application, said that the affidavits, made with the full cognizance of the principals, showed that the Ching Hop was an old established firm of metal dealers which had, for a number of years, been doing extensive business in Hongkong and had obtained very considerable credit from all the principal German firms and from a number of English firms in the Colony. They had also obtained large credits from Chinese banks in Hongkong, and now admitted total liabilities, at the present time, of \$160,000. On the 8th June the Ching Hop firm, without any ostensible reason—there was no reason given whatever why they should have failed—went into liquidation, and the creditors were left with nothing but a worthless paper. He submitted that that was extremely suspicious, and stated that in order to come to the conclusion that the debtor intended to abscond his Lordship should look at the surrounding circumstances.

His Lordship—That, so far as it goes, would justify imprisonment in every case.

Mr. Bowley—The experience of this court is that nine out of every ten debtors do abscond. For the past few years, especially, wherever there is a Chinese bankruptcy the Chinese debtor absconds and does not attend for examination. During the last twelve months, in case after case, your Lordship's predecessor ordered warrants to be issued for the arrest of debtors because they did not attend their examination, and he was forced to order the court to issue warrants for their arrest.

Proceeding, Mr. Bowley explained that on the 8th June the debtors suspended payment, and on the same day Messrs. Meyerink & Co., to whom they owed the sum of \$10,000, sent for the managing partner and pressed him to pay the debt or else furnish security for the account by handing over goods. The man declares that he was threatened and detained in the office. Some goods were subsequently handed over, and when the manager reached the ears of other large creditors they wanted to be treated on an even footing. The result was that a number of comradors went to the godowns of the debtor firm, and after considerable discussion Messrs. Meyerink & Co. withdrew their claim to the goods.

His Lordship—The only question is, was this man about to abscond, or rather, was there any reason for believing he was about to abscond? There is no doubt that on the 8th, 9th, 10th, and 11th June he was in intimate business relations with his solicitor and that the petitioning creditors saw him up to that day, and all his efforts there were—perhaps not exactly to pay his debts; but there is no evidence that he intended to frustrate the bankruptcy proceedings by absconding.

Mr. Bowley—I submit there is considerable evidence. I don't allege that this man intended to abscond on the 8th, 9th, 10th, 11th, or 12th June, but afterwards.

His Lordship—What evidence is there, between the 12th and 15th, that he was going to abscond?

Mr. Bowley—Your Lordship will see that on the 8th June Lai Wing Cho instructed Chow Tak, my friend's interpreter, who, it appears, has constituted himself

THE GUARDIAN ANGEL

of the debtor, was instructed to present the bankruptcy petition. It has frequently happened in this Colony that the same solicitor acts for the petitioning creditor as well as for the debtor. I submit that this is a most undesirable practice and one that frequently leads to collusion between the petitioning creditor and the debtor. On the evidence it is quite clear that Lai Wing Cho and Chow Tak were acting in collusion and were not endeavouring to assist the creditors or the Official Receiver. On the 12th Chow Tak suggested the composition of thirty per cent. My clients' comradors were justly indignant that this offer should have been made to them when they believed the debtor firm to be perfectly solvent, and there is not the slightest shadow of suggestion as to why this firm has failed or why they have done with their assets. On a cursory examination the books appear to show there is a stock-in-trade amounting to \$100,000, but the manager says the stock is worth only \$50,000. My clients wish to know what has happened to this other \$50,000 of stock-in-trade, consisting of metal. There are book debts amounting to \$75,000, but the managing partner says he expects them to realise only \$30,000. Therefore, my Lord, on the affidavits there are some \$50,000 of stock and \$45,000 of book debts absolutely unaccounted for. The position is that up to the 12th June the debtor hoped to make some arrangement, and on the 14th June the petition, signed by the large majority of the creditors, representing \$107,000 worth of debts, was filed.

A HANDY CLIENT.

The debtor was not in his own shop, but was living in a room above his solicitor's office. My Lord, I submit that is a rather peculiar circumstance. This man, who has been carrying on business in Hongkong for some years, suddenly suspends payment, and—

His Lordship (interposing)—The only ground stated in the application for a warrant was that a partner had absconded, and it was believed this man would do the same.

Mr. Bowley—No, my Lord. If you will pardon me, that is not so. The grounds in the application for a warrant, besides setting out the surrounding circumstances, also stated that the comradors believed the two debtors were about to abscond. It was said that they were in hiding and were preparing to abscond.

When a merchant gets into difficulties you would expect to find him in his counting-house unless he is seeking, by dishonest means, to evade his creditors. The principal creditors went to the shop on the 8th—after they had been to the godowns—and asked for the books, but could not ascertain where they were. There were no books there, and it appears that, in the meantime Chow Tak, acting with what authority, I cannot say, had been to the shop and ordered the assistants to remove the books. I submit that that was a most extraordinary proceeding.

The principal ground of the firm does not know on the evening of the 8th June where his comrade is. The interpreter, who is supposed to be acting for the petitioning creditor, goes to the shop and orders assistants to remove books. They are taken to the offices of the petitioning creditor and are subsequently handed over to the Official Receiver. Two very important books were not handed over. Then we have the fact of the managing partner vanishing. I submit that this man should not be released, and that if he is he should be ordered to give substantial security for his appearance in the bankruptcy proceedings. In previous cases it has been the custom of the Court when a debtor has been arrested not to allow his release until he has given substantial security for his appearance. If this is not done there is nothing to prevent this man from vanishing the moment he is released, and the probabilities are that the moment he leaves this Colony it will be absolutely impossible to get him back again.

THE DECISION.

His Lordship said—Application was made to me late on the evening of the 15th, immediately after the filing of this petition, for the arrest of both partners. The statement made, and the statement on which I naturally acted, was that on or about the 8th June the Ching Hop firm informed their creditors that they were unable to pay their debts in full. On the following day the business was closed and the partners of the firm have since been in hiding. I have then a general statement, without any special reference to the facts, that the two partners were "in hiding in Hongkong and about to abscond." It appears quite clear from the affidavits that between the 8th and 12th of June the persons who made the declaration were in intercourse with one of the debtors. Therefore, it is clear that the statement about their being in hiding and going to abscond was absolutely misleading and should never have been made. The only ground which is now alleged in justification of that statement is that, we believe that unless the debtors are arrested, the assets of the firm will be dissipated, and the creditors will be left with nothing but a worthless paper. That is the only excuse which is made for the statement which is manifestly inaccurate. It had not been for what Mr. Bowley has said that these declarations were made with full cognizance of the principals I should have probably ordered the arrest of these four men for perjury. I realise entirely the difficulty which everybody in this Colony, who is conducting trade with Chinese experience in matters of this sort by debtors absconding at different stages of the bankruptcy proceedings, on account of the fact that the Chinese are so much more ready to abscond than the English, and I am doing all I can to facilitate proceedings in a legitimate way, but I cannot sanction the illegitimate use of the proceedings of the Court. The law requires that a distinct statement should be made and grounds furnished, before the arrest of a debtor is ordered, showing that he is about to abscond. That is a perfectly legitimate provision of the bankruptcy law; it is a very stringent provision, but it is a very necessary one. There is no suggestion whatever that this man was going to abscond. On the contrary, on the affidavits before me, up to the 12th, he seems to have done what he could to meet his creditors. As to whether he has met them in a proper way is quite another matter. That matter will be discussed hereafter. He may have been endeavouring to promote the interests of one set of creditors rather than another. But that does not affect, in any way, the application for the prisoner's release. The only case is one of mere presumption, and this man must be immediately discharged, with all the costs incurred up to the present time. In future, I cannot accept affidavits made by comradors in this matter. There must be some statement that the declarations or affidavits are made with the authority of their principals. It may be that the principals would not be able to say that they, themselves, believe that the debtor is about to abscond; but the court must have some warrant for believing the statements of the comradors, and that can best be achieved by a statement that the principals themselves believe the statements of their comradors and believe that the application should be made. Mr. Bowley has made special application that the debtor should not

be discharged without security. I cannot grant that application. It is perfectly true, that discharge from arrest may not be usually ordered without security, but that is where the grounds of the original arrest were proper. In this case they were absolutely improper.

THE S.S. "SAMSON" CASE

IN SHANGHAI.

PLAINTIFF'S PETITION.

Our recent telegrams from Shanghai, in reference to the case of the *s.s. Samson* now proceeding in H.M. Supreme Court will be further elucidated by the petition of the plaintiff in this case, which is as follows:

(1) The plaintiff is a Russian subject resident in Shanghai, and the defendant is a Danish subject resident in Shanghai.

(2) In or before the month of March 1905, the plaintiff was the beneficial owner of the steamship *Samson*.

(3) In the said month of March the said steamship was registered at His Britannic Majesty's Consulate-General as a British vessel the property of Thomas Charles Robert Ward.

(4) The said Thomas Charles Robert Ward had not at that time, or at any time, any beneficial interest in the said steamship.

(5) The defendant knew the said Thomas Charles Robert Ward had no beneficial interest in the said steamship and knew that the plaintiff was the beneficial owner thereof.

(6) On or about the thirteenth day of March 1905 the defendant, knowing such facts sold the said steamship to the Shanghai Tug and Lighter Company, Limited, and executed, as attorney, the said Thomas Charles Robert Ward, a bill of sale transferring the property of the said steamship to the said company, and received from the said company the sum of eighty thousand Taels, (Tls. 80,000), the purchase price for the said steamship.

(7) The plaintiff has applied to the defendant for the payment of the said eighty thousand Taels but the defendant has refused to pay such sum.

(8) By reason of such matters aforesaid the plaintiff has also sustained damage over and above the sum of Tls. 80,000 to the extent of twenty thousand Taels (Tls. 20,000) for which damage the defendant is liable.

(9) In the alternative the defendant conspired with the said Thomas Charles Robert Ward to, and did, wrongfully convert the said steamship the property of the plaintiff whereby the plaintiff has sustained damage to the extent of Tls. 100,000 for which damage the defendant is liable.

Wherefore the plaintiff prays:

(1) For an order that the defendant do forthwith pay to the plaintiff the sum of Tls. 100,000 together with interest at the rate of seven per cent from the date of such order until payment.

(2) For an order that the defendant do pay to the plaintiff his cost of suit.

(3) For such further or other relief as the nature of the case may require.

Dated the 10th day of April 1905.

The answer of the above named defendant to the petition of the plaintiff says as follows:

1.—The plaintiff is the Russian Minister to Corea now resident in Shanghai.

2.—The defendant does not admit paragraph 2 of the petition, and further states that the plaintiff at the time therein stated was acting as the representative and agent of the Russian Government who were the owners of the said steamship *Samson*.

3.—The defendant does not admit paragraphs 4, 5, 6, 7, 8, and 9 of the petition.

4.—The defendant further says as follows:

In the month of October, 1904, Thomas Charles Robert Ward referred to in the petition and better known as Baron Ward gave the defendant directions to purchase the steamship *Samson* for the purposes of the Russian Government, particularly to be used for obtaining information from Port Arthur which was then besieged by the Japanese forces. The said *Samson* was to be sent to Port Arthur as a Press boat and ostensibly under the auspices of an International Red Cross Society.

The said *Samson* was purchased by the defendant from Messrs. Wheelock and Co. for the sum of Tls. 100,000. The defendant received from said Messrs. Wheelock and Co. the sum of Tls. 100,000 as a rebate or commission which amount was subsequently handed to the plaintiff by whose direction the said rebate or commission was arranged for.

6.—The defendant paid the sum of Tls. 10,000 for disbursements in respect of the *Samson*, which amount was refunded to him by the said Baron Ward.

7.—In the month of November 1904 the defendant received instructions from the said Baron Ward to purchase the steamship *Edendale* which was to be used by the Russian Government as a hospital ship at Port Arthur, ostensibly under the auspices of the said International Red Cross Society. The said *Samson* and *Edendale* were purchased in accordance with a scheme which had been arranged by the plaintiff and others for the purpose of getting into communication with Port Arthur and supplying there medical stores which were necessary for the prolongation of the defence.

8.—The defendant purchased the said *Edendale* for the sum of \$125,000 and agreed to fit out the said ship as a hospital ship to be delivered at Port Arthur for the sum of \$75,000. The *Edendale* was delivered to the defendant at Shanghai and passed a satisfactory survey by Lloyd's surveyor. Purchases were made by the defendant and all arrangements made to fit out the *Edendale* to meet requirements as a hospital ship, and the captain and the crew were engaged. Shortly afterwards the defendant was informed by the said Baron Ward that the *Edendale* would not be required and also that he was acting as agent for Mr. Pavlov. The defendant thereupon cancelled the contract for the purchase of the *Edendale* and arranged with the brokers of the venditor to pay them the sum of Tls. 9,000 for expense which had been incurred in connection with the said contract. The plaintiff subsequently handed the defendant a cheque for the said amount of Tls. 9,000 signed by him as follows: "A. Pavlov, Minister for Korea in China," and at the same time arranged to give the defendant a contract for the supply of a large contract of flour to Vladivostok to be in full satisfaction for the defendant's losses in respect to the said breach of contract to take over the *Edendale*. The defendant's loss on the breach of contract to take over the *Edendale* was estimated at the sum of Tls. 40,000, being the loss of profit on the transaction and loss occasioned by interference of the regular business of the defendant's firm in carrying out the contract for the purchase of the *Edendale* and making the necessary arrangements to fit her out as a hospital ship. In the case of the occurrence of a breach of contract to take over the said ship the amount had been agreed to be paid to the defendant by the said Baron Ward. The plaintiff requested the defendant to hold the said cheque for Tls. 9,000 until the said flour contract was signed. The plaintiff failed to give the said contract for delivery of flour to Vladivostok to the defendant and about January 1905 the said cheque for Tls. 9,000 was cashed by the defendant with the consent of the plaintiff.

9.—In order to carry out the said contract for delivery of flour the defendant obtained a guarantee from the bank at Shanghai to the amount of Tls. 1,500,000 or there-

abouts. On the failure of the plaintiff to give the said contract to the defendant the bank cancelled the guarantee greatly to the damage of the defendant's credit

Station. A new crew will be sent from England to relieve her present ship's company.

The gun, several of which were recently sent out to our coaling stations in the "For East," is a very fine weapon of long range and ballistic energy, says a home journal. It weighs 25 tons unmounted, and throws a projectile of 350 lbs. weight. This combined shot and shell is propelled to its destination by a charge of 65 lbs. of cordite which gives it a muzzle energy of 3,477 feet per second and an effective range of eight miles. At 3,500 yards the "nine point two" can perforate 18 inches of wrought iron. Half a dozen men can it work it.

SHIPPING JATSAM.

THE R. I. M. "D. PERRIN."

The following revised programme of movements of the Royal Indian Marine Steamer *Dufferin* were recently published: Leaves Bombay 14th June; arrives Hongkong 27th June, leaves Hongkong 28th June, arrives Taku 4th July with 41st Dogra and details for North China, leaves Taku 7th July, arrives Hongkong 13th July, leaves Hongkong 17th July, arrives Karachi 31st July with 20th Punjab and details, leaves Karachi 2nd August, and arrives Bombay 4th August empty of details.

The *Matine* remarks that, owing to the great efforts made by the authorities, the Japanese dockyard and how-to have made wonderful progress since the outbreak of hostilities. In addition to the Dockyards at Kure and Yokosuka, there are now two or three others in which it would be possible to construct, while the ironworks are now in a position to supply all the necessary material. At the present time one battleship and two cruisers are being constructed at Kure, and one battleship and one cruiser at Yokosuka, while the building of another battleship is now being arranged for.

As the Volunteer steamer *Irish* sunk in shallow water after receiving only three shells, it is hoped that she will be refloated.

The story that the *Temurud* reached Vladivostok 140 miles north of Vladivostok and blew herself up there with only ten tons of coal on board, is doubted.

The *Kuwano Maru* 21, (3,207 tons) and the *Katsuragi Maru* 1, (775 tons) standard oil Port Hamilton in a thick fog on the 2nd inst. The latter has been refloated.

The statement that the British steamer *Old-Africa* has been recaptured by the Japanese is now contradicted, and it is feared that she was sunk by the Russians, as originally reported.

The O. S. K. S. *Synshu Maru*, 1,621 tons, stranded off *Mokpo*, Korea, on the 6th. Passengers, crew, and cargo were saved. The steamer was afterwards refloated and continued her voyage.

An attempt was made by ten of the *Ore's* crew to blow up her port magazine while the Japanese prize crew was taking her to *Mazuru*. It was discovered at the critical moment, and eight of the Russians were shot on the spot.

The Russian cruiser *Admiral Nakhimov* and *Vladimir* were fought on the 23rd inst. off Tashima. The *Sado Maru* towed them separately towards Tashima, but they both sank in shallow water, and it is believed that they may be refloated.

BILATED COLLISERS.

A Tokio wire of 16th inst. in the *N. C. D. News* says:—Information has been received here that the Russian transports *Rosin Castle*, 2,622 tons net, *Dunolly Castle*, 2,636 tons, and *McPherson*, 2,697 tons, which were purchased by the Russian Consul at Kiel and sent to the Cape early in April with coal and provisions, arrived at Cape St. James (Indo-China) on the 10th inst. The *McPherson* had been damaged by stranding at the entrance to Mozambique, but continued her voyage after temporary repairs had been effected.

A UNIQUE PRESENTATION.

A very interesting and purely Chinese ceremony took place on the afternoon of the 14th inst. on the Hamburg-American Line steamer *Loengmann*. Amidst much firing of bombs and crackers, four of the chief members of the Shipping Guild here, namely, Kwong Tuck-tai, Yip Yee-kong, Kwong Sin-ying, and Yin Keng-hong, visited Captain Kalkofen, and after commending the very successful way he had completed many voyages to Canton they presented him with a very beautiful silk flag, begging him to honour them by flying it on special occasions. The flag is triangular in shape, measures six yards in length and has woven on it in Chinese all Captain Kalkofen's various virtues and great popularity, both with the foreign and Chinese residents of Shanghai. Captain Kalkofen has now been two years in command of the *Loengmann*, and by his quick and successful passages between Shanghai and Canton, he has rapidly brought his vessel to be the favorite one for the Chinese merchants to travel in and ship by, as is shown by the unique presentation given him.—*N. C. P. News*.

23rd inst. Vergeant Pitt charged the master of the steam launch *Kwai Sang* with maintaining no light on board between sunset and sunrise in the waters of the Colony on the 21st inst. He was fined \$15.

THE "INDRAD" S' CRI W.

Remanded from yesterday the case in which eleven Malays and one Chinese, members of the crew of the *Indrad*, were charged with refusing duty on board that vessel in the waters of the Colony, was resumed before Mr. G. N. Orme this morning. The men remained on board, and were sent to one month's hard labour each.

Captain Jackson, of the s.s. *Laurier*, which arrived last evening from Saigon, with a cargo of rice for Hongkong, reports that when leaving Saigon there were about 20 colliers and two volunteer fleet vessels there. When he arrived at Cape St. James he saw a converted cruiser, with three funnels and two masts. It was believed to be the *Kanban*.

CAPTURED STEAMERS IN JAPANESE GOVERNMENT SERVICE.

Of the merchant steamers which have been captured by the Japanese Navy since the commencement of the war, and adjudged lawful prizes by the Prize Courts, ten have been placed in the Japanese Government service. The new and old names of these vessels are as follows:

Karakuri-maru	Ekaterinoslav
Saishu-maru	Rosia
Rashu-maru	Argun
Kwanto-maru	Manjuria
Manshu-maru	Manchuria
Choban-maru	Fuping
Shibeto-maru	Georgi
Shibeto-maru	Severus
Angawa-maru	Angara
Sasako-maru	Karan

"ALICANTE" COLLISION.

The captain of the Spanish steamer *Alicante* has been found to blame for the collision between that vessel and the *Albana* several days ago, the findings of the board being approved by Collector of Customs Shuster. The accident happened as the Spanish mail steamer was coming inside the breakwater, and the German steamer *Albana* was anchored near the entrance to the inner harbour, inside. The bow of the *Alicante* struck the starboard bow of the *Albana* and tore a hole through her name and demolished the awning frames and rail. The only damage sustained by the *Alicante* was the destruction of her figurehead and some of her forward rigging. The findings of the marine board put the blame upon the captain of the *Alicante*, as he was on the bridge and as the *Albana* could not possibly have avoided the collision, as she was anchored. However, it appears that the harbour master warned the *Albana* to change her anchorage as her location was dangerous to herself and other vessels. The officers of the *Albana* did not comply with the instructions of the harbour master, so blame also attaches to the officers of the *Albana*. In the opinion of the board, the chief officer of the *Albana* deliberately lied when confronted with the harbour master and asked if he had not been cautioned to shift his anchorage.—*Cubensis*.

COLLISION IN HONGKONG.

CARELESS MASTER'S CERTIFICATE SUSPENDED.

In the Marine Court to-day—before the hon. Captain L. V. Barnes-Lawrence, R.N.—an inquiry was conducted into the circumstances attending the collision of the British steamer *Shun Lee*—Mr. John J. Ewing, master—and the steam launch *Hung On*—Kwok Tai, master—on the morning of the 13th inst.

According to the evidence given by Captain Ewing the *Shun Lee* entered the western end of the southern fairway at 3:15 a.m., and when approaching the wharf of the French Canton steamer he saw a green light about two points on the port bow. He gave one short blast and pointed the helm; the launch answered with two blasts and the *Shun Lee* replied with one. They were about 50 yards apart at this time and to avoid danger the *Shun Lee* reversed the engines when it was seen that the launch was making no steps to keep clear. It was too late to avoid a collision, then, however, and the *Shun Lee* struck the launch on the starboard side towards the wheel house. The vessel's engines had been reversed for some two minutes so that they had really no way on.

Kwok Tai, the master of the *Hung On*, said that when he blew two short blasts he meant that he was porting his helm, and he believed the *Shun Lee* was doing the same. When he saw the red light he stopped the engines and went astern, but a collision could not be avoided.

A seaman on the *Hung On* said the helm was starboarded and not ported. He generally corroborated Captain Ewing's story.

The Court held that Kwok Tai was to blame for putting the helm the wrong way and tempting to pass the *Shun Lee* instead of astern. The licence of Kwok Tai would be suspended for three months.

THE "JORDAN HILL" AGAIN.

2nd inst.

Frank Horn, a seaman on board the *Jordan Hill*, was charged with refusing to obey the orders of Captain Kenealy on board the vessel on the 20th inst.

The master of the *Jordan Hill* said that defendant was an able seaman on board the ship, and had signed on in November last for three years. Yesterday morning he asked witness to pay him off, but this witness declined to do. The man then said if he would not do that he could send for the police. He refused to work any longer.

Defendant said the chief officer of the ship said they would "fix" him if he returned on board, so he refused to go.

His Worship: You must either go on board, or I must punish you.

Defendant: I will not go on board. The Captain promised to discharge me.

His Worship: You will go to gaol for three weeks' hard labour.

REFUSING DUTY.

A SENSELESS CREW.

22nd inst.

Captain Eisterbrook, of the s.s. *Indrad*, charged ten Malay and one Chinese members of the crew with refusing duty on the 21st inst. in the waters of the Colony.

The facts of the case, as related by the captain, were that at 8 a.m. yesterday the defendants refused to work, and asked to be paid off. An hour after they were again asked if they would turn to, but they still refused, and the captain then hoisted the police flag and gave them in charge.

The men stated that they did not want to work on the ship.

His Worship said that if they refused to go back to work they would have to go to gaol for three weeks. They replied they were ready to go to gaol in preference to returning to the ship. They had no particular complaint to make against the ship, but they wanted to get out of her.

His Worship said if they went to gaol they would not be allowed to remain in Hongkong when they came out, but would be shipped off at once. They said they would go to Singapore immediately they came out of gaol.

His Worship remanded the case till tomorrow in order to consult the Harbour Master regarding it.

PROPERTY SALES.

10th inst.

At the offices of the Public Works Department this afternoon the letting by public auction was put up for sale of a lot of Crown land near *Magazine*. Gap for a term of 75 years. This lot is registered as Garden lot No. 24, contains 7,800 square feet, and carries with it an annual Crown rent of \$18. The upset price was \$300.

There was no competition, and the lot was knocked down to Mr. Duncan Clark, whose property it adjoins for \$410. Mr. Clark intends to use the lot for a lawn tennis court.

This afternoon Messrs. Hughes and Hough, under instructions from the Trustee in Bankruptcy, put up for sale by public auction the leasehold property known as Nos. 1 and 2, Pak Tai Lane, registered in the Land Office as the remaining portion of Section 'C' of Island Lot No. 62, held for a term of 999 years from the 7th day of February, 1857. The annual proportion of Crown Rent is \$17.81; the area 1,516 square feet or thereabouts, and the property is let for \$95 a month.

Mr. John Hastings was vendor's solicitor. Bidding was very slow, and the lot was eventually knocked down for \$6,100 to Mr. J. R. Mitchell.

HISTORIA RECREATION CLUB.

REPORTS OF THE SUB-COMMITTEES.

The annual general meeting of members of the Victoria Recreation Club will be held in St. Andrew's Hall, City Hall, on the 29th inst. at 5 p.m. The reports of the sub-committees have been issued, and from them we gather the following information:—

BOAT-HOUSE SUB-COMMITTEE.

The sub-committee are glad to record that considerable interest was taken in rowing during the last season and good entries were accordingly received both for the regular races at the Annual Regatta and the scratch events. The notable feature was the marked improvement in form displayed by several rowing members and it is hoped that, together with the keenness, will be maintained.

The various boats and oars have been overhauled from time to time during the period under review and are now in good working condition. The new combined pair-oar and double-oar boat *Lily* has proved herself a very satisfactory little craft and a useful augmentation to the Club fleet. A new light "four" has been ordered from Clasper, London, and as the Hongkong Boat Club and Canton Rowing Club are both being supplied with similar boats by the same builder, future inter-club racing will be put on a more interesting footing.

The cordial thanks of the club are due to Mrs. Barnes-Lawrence for kindly presenting the prizes at the Annual Regatta.

BATH-HOUSE SUB-COMMITTEE.

The bath-house has maintained its popularity with the members, greater interest than ever having been taken in this part of the club in spite of its unfavourable situation.

The annual aquatic sports were held on the 5th, 6th, and 7th September, the hearty support rendered by the public being much appreciated. The long distance championship of the Colony was won by Mr. J. W. Welch, the 200 yards championship of the colony by Mr. C. J. Cooke, and the 100 yards championship by Mr. O. Humphreys.

The best thanks of the club are due to Mrs. Barnes-Lawrence, for kindly presenting the prizes at the close of the aquatic sports.

GYMNASIUM SUB-COMMITTEE.

The committee beg to report that this Department is equipped with a full set of gymnastic appliances, and that the progress of the members has practically been no use of them. In fact, the gymnasium has been used more for getting out of, than into, training, three well-attended smoking concerts having been held there on the 6th February, 30th April, and 15th October. Probably more use will be made of this department when the club premises are removed to Hongkong; this at any rate is the hope of the committee, who at present could not recommend expenditure at all on this department.

CANTON-KOWLOON RAILWAY.

REPORTED CHINESE OPPOSITION.

A telegraphic dispatch from Peking reports that the Shantung and the Waiwupai have received telegrams from a large number of influential merchants and guilds of Canton and cities between that and Kowloon, strongly opposing the desire of a certain British syndicate to build a line between the two points, and claiming that the work should be done by Chinese capital alone.—*N. C. D. News*.

TOBACCO IN CHINA.

The United States Consul at Shanghai has been sending long reports on business in China to his Government. In the course of one of these he states that the tobacco trade of China at the present time is in a critical stage and needs to be watched by American interests. Because of the comparatively large sum of money expended upon tobacco in its several forms, the Chinese authorities have naturally turned their attention to the trade with a view of keeping as much of it as possible at home. It is a well-known fact that they are attempting to bring more land under cultivation in tobacco, and that they are succeeding in their attempt to supplant the foreign product. The increasing purchasing power of the Chinese people is likely to be shown as quickly in tobacco as in anything else. There are a number of changes in the course of the tobacco trade in China in the past three years or so which merit special attention. The figures on the importation of foreign tobacco do not promise a great deal for American tobacco interests. This, however, is not to be taken as indicating too much. The importation of foreign and prepared tobacco has ceased altogether. Generally speaking, the figures and other facts indicate that the Chinese are commencing to improve their grades of tobacco and their methods of handling it. The cigarette factory at Shanghai, now owned very largely by Americans, has much to do with the change. This enterprise is likely to have large influence on the tobacco business in China. At present it is a very American tobacco to a great extent, but expert American tobacco men are there with the purpose of adapting Chinese tobacco to its use by treatment of the leaf to remove some of the rank qualities. The change, which is likely to come in a short time, will be important. The concern which controls the foreign tobacco trade in China (the British-American Tobacco Company) last year imported about \$4,000,000 Mexican (about \$1,850,000 gold) worth of tobacco and tobacco goods. Some of this came from Japan, probably about \$100,000 worth; and most of it came from the United States. Now that the Japanese Government has taken over the tobacco business in Japan as a monopoly, the importation from that country into China for the time being has practically stopped.

AN ECHO OF THE FIGHT.

A RUSSIAN SURRENDER.

10th inst.

The following account of the events which led up to the surrender of Admiral Nebogoff is supplied to the *North* by a Staff officer of the Admiral, who is now a prisoner at Saasho:—"In the course of the fighting on May 27th, the Russian fleet was thrown into confusion, and at night it was dispirited by the torpedo attacks. The third squadron under Nebogoff collapsed that it would be in vain to continue the fighting any longer against so strong an enemy, and it was decided to run to Vladivostok with all speed. In the darkness and disorder the squadron had lost its bearings, and the only course now to be taken was to get into touch with Korea or find an island. An order was given by the Admiral for the vessels to do their utmost to discover land, and immediately report to the flagship. Presently a report was received from the *Temurud*, and the Admiral headed the 'squadron' in that direction. The report was followed by another saying that the land in sight was Ulkoff Island, and the position of the squadron was then ascertained. Encouraged by this discovery, Admiral Nebogoff steamed on, and when turning round the

island, to our great surprise a strong Japanese squadron came in sight. Admiral Togo's flag-ship was in the van, the *Nishim*, flying the flag of Admiral Miki, bringing up the rear. The Japanese proved too strong to be fought, and Admiral Nebogoff resolved to surrender. His staff and the commanding officers of all his ships agreed without a dissenting voice. At this moment the cruiser *Temurud*, which is of very high speed, dashed out and escaped."

TOGO'S CONVICTION.

The officer says Admiral Togo accepted the offer to surrender without hesitation, and invited Admiral Nebogoff to his ship, the *Albana*. He was shown to the cabin of the Japanese Commander-in-Chief, and there the ceremony of surrender was gone through. Upon the conclusion of the ceremony, Admiral Nebogoff opened a general conversation and remarked:—"I am astonished by the excellence of your plan of operations and tactics, and cannot help admiring your professional ability." How did you come to conclude that we were going to pass through a Tushima Straits? Admiral Togo smiled and replied:—"You circulated different reports, hinting that you were coming by way of Soya or Tsuruga Straits, but I had a firm conviction that you were resolved to force a passage through Tushima Straits. The present is the foggy season at Soya or Tsuruga, and no one who has the least knowledge of the navigation would be so imprudent as to attempt to pass with any large fleet through such dangerous waters. I was convinced that you were circulating these reports with a view to deceiving me." Admiral Nebogoff seemed surprised at the reply of Togo, and then spoke of the destructive power of the Japanese shells, mentioning that the strong armour of the battleship *Nicot* I, was perforated by every shot sent by the Japanese 12-inch guns. Nebogoff admitted that he had not the slightest idea that the fire would be so powerful. Admiral Togo smiled again, and merely replied, "Is that so?" The conversation then ended.

WORK OF THE TORPEDO-BOATS IN THE NAVAL BATTLE.

An interesting account of the operations of the first torpedo-boat flotilla in the Japan Sea naval battle is published in vernacular contemporaries. It is given by a Japanese officer who was present in the battle, and is to the following effect:—

The first torpedo-boat flotilla, under the command of Lieutenant Commander Iwaka, consists of four boats—"No. 67" (Lieutenant Nakamura), "No. 68" (Lieutenant Terakura), "No. 69" (flagship), and "No. 70" (Lieutenant Nango). The whole is under the command of the Sasebo Port Admiralty. The flotilla left Sasebo for active service on February 6th last year, and took in the blockade of Port Arthur, the battle on August 13th last off Port Arthur, and again in the last encounter, each time rendering most valuable and distinguished service. In the last battle "No. 69," the flagship, was lost.

The flotilla proceeded from Katsumoto, Iki Island, to the base of the naval outlook tower on May 26th, when very high seas were running, reaching the destination at about 9 o'clock that evening. At about 7 o'clock on the following morning the flotilla received information that a Russian squadron consisting of 22 ships was in sight near Quelpart Island, steaming north-eastward, and the flotilla immediately got under weigh and took its place in the line, following the cruiser squadron. Soon afterwards a signal was given from the outlook tower announcing that the enemy was just passing the Eastern waterway. A few minutes after 2 p.m. a further signal was received to the effect that severe fighting was in progress in the vicinity of Okoshima, and the

reaching the island all was found to be quiet there, not the shadow of a war-ship was to be seen, nor was there any sound of firing. A few minutes later a further signal was received, reporting that fighting was in progress, 16 miles north of the island. Thereupon the flotilla, led by "No. 69" and with "No. 67" at the rear, dashed off, as directed by the signal, to find the fighting at its height, the flashes from the guns from both sides being distinctly observed. The Russian battleship *Orel* and the service boat *Kamchatka* were found to be within the focus of the Japanese fire, and when the flotilla arrived they were already disabled, and all manner of wreckage, such as bedding, tables, &c., strewn the sea. The battleship *Borodino* was ablaze, and against this vessel the flotilla at once discharged two torpedoes, which proved the finishing stroke. Night having fallen, fire temporarily ceased, but the torpedo-boat flotillas received orders to make an attack. All the boats started out, but the night was pitch-dark and nothing could be discerned, it being impossible to distinguish the Japanese ships from those of the enemy. There was, therefore, some hesitation. The Russian ships, however, blazed forth their searchlights, probably with a view to guarding against the Japanese torpedo attack. Thus the Russians inadvertently showed their positions. By the searchlights, the Russian ships were found to be lying in disorder as the result of the bad blows received in the course of the fighting during the day. "No. 68" was ordered to attack the battleship at the extreme left of the Russian line, and the boat plunged through huge waves. The Russians directed their searchlights upon the little craft and volleyed their 12-in. quickfitters and smaller guns upon the boat. Despite this, "No. 68" pressed on and closed to within 200 metres of the object of the attack, when it sent in two torpedoes, which finished the Russian battleship. The Russian became more rapid than before, and shots fell around the boat like hail, six of them piercing the side of the boat, while two men were killed and another severely wounded. Subsequently another shot blew an engineer's boat in two pieces, and the chart was damaged. Happily the commanding officer escaped unhurt. "No. 68," which has its boiler slightly damaged, could remain no longer and was obliged to withdraw. On the way the steam failed, and the boat had to remain stationary for about an hour while the steam-pipe was repaired. Meantime the enemy poured their fire upon the helpless torpedo-boat, at all on board worked hard and they managed to fill every hole made by the enemy's shots and so saved the boat from sinking. The enemy subsequently turned the searchlights upon other boats which were now making attacks, and this gave a chance to "No. 68" to get out of danger. It was about 10 on the morning of the 28th when she reached Takeshiki.—*Japan Chronicle*.

MEDICAL SCHOOL FOR THE STRAITS.

At a meeting of the Legislative Council, at Singapore, the Attorney-General moved the first reading of the Straits Medical School Bill, to provide for the establishment of a School of Medicine at Singapore. Nobody he said would object to the principle of the Bill, which had for its object the institution of a school for the teaching of medicine, surgery and midwifery. It was intended to remedy to a great extent the most serious state of things existing

in the Colony in regard to these things. So far as medicine and surgery were concerned, Europeans got on very well. But there was a great mass of the population here, especially of the Chinese who had no confidence in European methods, whose lives were liable to many diseases and accidents and who had practically no doctors of their own and in regard to whom most members of Council must have heard gruesome tales of suffering from ordinary hurts which any dresser from a hospital would have been able to cure at once but which often led to great torture and a lingering death. They trusted that the School, would bring forward a number of doctors, especially Chinese, who would be just as capable of learning and subsequently of treating their people as European doctors.

The motion was adopted.

TANJONG PAGAR.

INTERESTING RUMOUR FROM KUALA LUMPUR.

The *Malay Mail* states:—"There is a report that Mr. C. E. Spooner, C. M. G., may be transferred from these States to take charge of Tanjong Pagar Docks. Mr. C. E. Spooner has probably done more good work for the F. M. S. than any professional man who has ever been here. His departure would be a very serious loss. His wonderful energy and enthusiasm are almost unique, even in such a keen and capable service as that of the F. M. S. The departure, too, of Mr. Spooner from a circle where he has been for so long been such a leading and popular spirit would also be viewed with much regret."

The *Straits Times* says that this report does not seem compatible with the fact that Mr. Nicholson remain in managerial charge for the next three years. It may mean, however, that Mr. Spooner is to be appointed to the chairmanship of the Port Trust.

INTERESTING NEWSPAPER CASE.

PROFESSIONAL SECRETS.

An interesting journalistic case is before the Court of Justice at Saranang. The *Lacornet*, a newspaper there, published a short time ago, an article on army matters. The Government considered that military secrets had been made public therein, and decided to prosecute the writer. Mr. Vichout, the editor of the paper, was officially asked for the name of the writer with a view to bringing him into Court. Mr. Vichout refused to give the name on the ground that it was a professional secret which he could not reveal. The Court then held that there was no such thing as a professional secret in journalism. Mr. Vichout was again asked for the name which he again refused to give on the same ground. Upon this he was committed to prison. At the date of last notices he had not flinched. This has caused a great sensation among journalists in Java.

They approve of Mr. Vichout's action, and have appealed to journalists in Holland to uphold him in refusing to disclose the name, given to him in confidence. The Court means, while has ordered him to be kept in prison until the name is revealed. Mr. Vichout holds that the prosecution should be directed against him for inserting the article, and that he should not be forced to reveal the name of the writer. Journalists throughout Java have applied to the High Court of Netherlands India for redress. While reserving further action in the matter, they ask the High Court to take the editor's view by directing the lower court to prosecute Mr. Vichout for publishing the article, and not to compel him to disclose a professional secret.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	... 380 7/8	24 1/2
National Banks	... 37 1/2	
Union Insurances	... 695	
China Traders	... 70 1/2	
Canton Insurances	... 317 1/2	
Hongkong Fires	... 320 1/2	
Hongkong Fire	... 87 1/2	
H. C. & M. Steamboats	... 27 1/2	
Indo-China	... 100 1/2	
D. J. L. L.	... 35 1/2	
China Sugars	... 215 1/2	
Luzon	... 31 1/2	
Rubis	... 19 1/2	
Ducks	... 19 1/2	
Kowloon Wharves	... 95 1/2	
Farnhams	... 158 1/2	
Hongkong Land	... 12 1/2	
Hongkong Hotels	... 142 1/2	
Humphreys Estates	... 12 1/2	
Ewo Cottons	... 40 1/2	

WEEKLY SHARE REPORT.

In their report of 23rd inst., Messrs. Benjamin, Kelly and Potts state:—

The dullness mentioned in our last report has prevailed during the past week; the market has been entirely lacking in vitality, and prices, with few exceptions, have had a tendency to drift downwards.

Banks.—Hongkong and Shanghai Banks have ruled firm throughout the week and sales at \$302 and \$303 have been effected. The market closing with inquiries at \$302 1/2. According to Reuters, the quotation in London has further improved to 284 1/2. There is no business to report in Nationals.

Marine Insurances.—After sales at \$520, Cantons have receded to \$317 1/2, at which rate shares are in demand. China Traders have been in strong request and after sales at advancing rates are required for \$7 1/2. Union is wanted at \$695.

Fire Insurances.—China Fires are easily and are offering at 87. Hongkong Fires have been done at \$302 and close steady.

Shipping.—Hongkong, Canton and Macao Steamboats have been sold and close with more sellers at \$27. Indo-China have further declined to \$100 and may be obtained at the rate. Douglas Steamships are quiet at \$35 and China and Manilla continue on offer at \$31. Star Ferries are neglected at \$35 (old) and \$37 (new). Shell Transports are obtainable at 22 1/2. Shanghai Tugs (ordinary) have been sold at \$15. 61, and there are buyers of the preference shares at \$15.

Refineries.—China Sugars have again been booked at \$215 and further shares are procurable. Luzon are in the market at \$31 without finding purchasers, and Perks are reported sold at \$17 1/2 and \$17 1/2.

Mining.—Chinese Engineerings can be placed at \$14 7/8, and Raubs are in demand at \$14 7/8.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks ruled weak early in the week and were sold at \$109, as \$100, but latterly a demand set in and the market has since improved to \$109, at which price shares have changed hands. Farnhams have declined since the publication of their annual report, and have been disposed at \$158. Including the amount brought forward from the previous year, the net profits for the twelve months ended 30th April last amount to \$18,324,124. After allowing for an interim dividend of \$15 1/2 per share on 55,200 shares paid on 6th January, 1905, which absorbed \$1,276,000, there re-

mains the sum of \$17,048,124 which the Directors propose to distribute, viz.:—To pay a final dividend of \$15 1/2 per share (absorbing \$1

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